# CYCLE NEWS

WESTERN EDITION

VOLUME VI NUMBER 35 September 16, 1969

25¢

Paula Bennett (36-24-35) is Miss Champion Helmets at the current Los Angeles Sports Arena Indoor Speedway series. The lovely tv actress is currently being groomed for the lead in a new series based on "Cat Ballou." Her wardrobe is by Petite Sophisticate of Hollywood. Champion Helmets donated half-a-dozen of their quality headgear to the successful Sports Arena series for the main and dash winners and as door prizes. Champion also co-sponsors Gary Bailey, Mike Bast and Jim Jones, noted racers.


NEWSPAPER

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

## Regularly Scheduled Events

**ATTENTION**
Promoters interested in advertising their events in this column.
Contact: Tom Culp
National Advertising Director
Cycle News (213) 423-0431

**EVERY WEDNESDAY NIGHT**
Flattrack & TT, Orange Co. Raceway, ACA Sanctioned. Gates Open 6:30 pm, first race 8 pm, Valencia offramp off San Diego Freeway approx. 2 miles South.

**EVERY FRIDAY NIGHT**
SPEEDWAY RACING at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m. Racing at 8 p.m.

1/2 MILE FLAT TRACK, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

**EVERY SATURDAY NIGHT**
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

SPEEDWAY RACING, Whiteman Stadium, Pac CLOSED Calif. Racing starts 8:30 p.m.

**FIRST SAT. OF EVERY MO.**
PROFESSIONAL TT RACES, Ascot Park, Gardena, Calif. Racing starts 8:15 p.m. See ad this issue.

**1st & 3rd SUN. OF EVERY MO.**
Deadmans Point, Apple Valley, Cal. – 1st Sund. European Scr., 3 classes, 1 hr. each – 8 a.m. prac. – 10 a.m. start. – 3rd Sun., Motocross – all classes, 8 a.m. prac. – 11 a.m. start. Info: (714) 247-7473 (eves.).

## AMA NATIONALS

**September 14, 1969, Sunday**
25 MILE ONE-MILE DIRT TRACK NATIONAL CHAMPIONSHIP. Agajanian Ent. Inc., Old Sacramento Fairgrounds, Sacramento, California.

**September 28, 1969, Sunday**
135 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Meteor M.C., % Lou Mahon, 1124 Kaighn Ave., Camden, N.J. 08103, Southern New Jersey.

**September 28, 1969, Sunday**
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Mar-Car, Inc., Fairgrounds Speedway, Oklahoma City, Okla.

**October 3-4, 1969, Fri. & Sat.**
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night) Agajanian Ent., Inc., Ascot Park, Gardena, Cal.

**October 5, 1969, Sunday**
NATIONAL CHAMPIONSHIP 150 MILE ENDURO by the Foothill Hawks M.C., 4662 Windsong Ave., La Palma, Cal. 90620 in the Mojave Desert near Red Mountain, Cal.

**October 19, 1969, Sunday**
155 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Mid-West Enduro Team; P.O. Box 22444, St. Louis, Mo. 63126. At Potosi, Missouri.

**November 9, 1969, Sunday**
125 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Hayward M.C. 3800 Depot Rd., Hayward, Cal. 94545, Upper Lake.

# CALENDAR

**ATTENTION Motorcycle Clubs – Be sure to send Cycle News notice of your coming events**

### SAT. AND SUN., SEPT. 13 and 14th

ROAD RUN McFarland Run by California Eagles M.C. Info: (213) 925-7290.

GOLD COAST TOUR by Salinas Ramblers M.C. Pins and AMA tour awards to all riders. First check Cycle Center of Salinas, 317 West Market, Salinas, Cal.

### SATURDAY, SEPTEMBER 13th

SHORT TRACK AMA PROFESSIONAL Dixon Fairgrounds, 20 miles W. of Sacramento, Cal. $600 purse, third mile dirt track. First race at 8 p.m.

SHORT TRACK by Sacramento Trackers M.C. At Sacramento Natl. Raceway, Cal. Sign-up and pract. 6 p.m. First race at 8 p.m.

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. 14 miles So. of Chico at Hwy. 99 E and Gage Shippe Rd. AMA Sanct. Info: (916) 877-3395.

INDOOR SPEEDWAY by Great Bear Enterprises at L.A. Sports Arena, L.A. Cal. Info: 473-6717.

SHORT TRACK by North Bay M.C. at Sonoma County Fairgrounds in Santa Rosa, Cal. Sign-up at 4:30 p.m. race at 6 p.m. AMA Sanct. High point trophy at season's end. Info: (707) 546-6695.

SHORT TRACK at Old California State Fairgrounds, Sacramento, Cal. AMA Sanct. First race 8:30 p.m.

### SUNDAY, SEPTEMBER 14th

COMBOCROSS 1/3 motocross, 1/3 TT and 1/3 GP course. No mud. 3 races per class. First 5 in class win trips to Las Vegas. Hooligan for 5 more trips, 70 in all. $5 mail entry to Bay Mare Fun, 6605 DeSoto St., Canoga Park, Cal.

HALF MILE DIRT TRACK. AMA Sanct. at Manor Downs, Tex. 8 Mi. E. of Austin at Manor Downs on Hwy. 290 at Manor, Tex. 7 classes incl. mini's and wheelie bikes. Sportsman only. Gates open 10 a.m., first race 2 p.m. Info: 472-8246 or 444-5901.

MOTOCROSS by Golden Eagles M.C. on the International MX course Dallas, Tex. Info: (214) 358-5577.

POKER RUN by C.A.M.A. from Bloomfield Park in Lakewood, Cal. 1/4 mi. N. of Carson on Pioneer Blvd. Info: (714) 828-2806.

AMA 25-MILE NATIONAL at Old California State Fairgrounds, Broadway and Stockton, Sacramento, Cal. Gates open at 9 a.m. first race 2:30 p.m. $12,500 purse. Info: (213) 358-5577.

TT SCRAMBLES by San Bernardino Valley M.C. at Perris, Cal. Class C traction. 0-200cc Sign-up at 8 a.m. 250- at 10 a.m. Open at 12. $2.25 entry. Dist. 37 Points

TT SCRAMBLES at Hungtington Beach Cycle Park, Cal. 1/2 Mi. W. of Beach Blvd. on Talbert. Sign-up 10 a.m. to Noon. First race 12:30. Class C traction, $2 entry. Info: 897-4458.

TRIALS by S.C.T.A. at Canyon Crest near Riverside, Cal. Riverside Fwy. to Central Ave. exit, limed east to riding area. Sign-up 8:30 a.m. Trials at 10 a.m. All classes. Info: (213) 697-9441.

HARE AND HOUND by the Sunland Shamrocks M.C. AMA Dist. 37 points run. Limed from California City and from Hwy. 395 in Red Mountain. 9 a.m. start, Rescue 3 on hand. $4.50 entry. Info: (213) 352-5255.

### SAT., SUN., SEPTEMBER 20-21st

CAMPOUT by Golden Banner M.C., 4937 Marysville Blvd., Sacramento, Cal. 95838. Info: 922-6448.

ROAD RUN Overnighter by Oxnard M.C. Info: (213) 860-2055 or (805) 487-4080.

OPEN PRACTICE and sport riding at Huntington Beach Cycle Park, Cal. 1/2 Mi. W. of Beach Blvd. on Talbert. $1.50 per rider, spectators 50¢. Class C traction.

### SATURDAY, SEPTEMBER 20th

SHORT TRACK by Valley M.C. at Cycle Land Speedway, Cal. AMA Sanct. Sign-up at 7 p.m. racing starts at 8:30. Ride or watch $1.50. 14 miles So. of Chico at Hwy. 99 E and Gage Shippe Road.

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Raceway, Cal. AMA Sanct. Practice and sign-up at 6 p.m. first race at 8.

PROFESSIONAL 1/2 MILE. BY Visalia Ramblers at Tulare Fair Grounds, Tulare, Cal. Pit gate opens at 4:30 p.m. pract. at 6 p.m. AMA Sanct. Info: (209) 686-6971 or 688-0322.

SHORT TRACK by Jackpine Gypsies M.C. at Club Grounds, Sturgis, S.D. Night program.

SCRAMBLES by Seafair City M.C. Seafair City, Wash. Info: 472-6595.

### SUNDAY, SEPTEMBER 21st

MOTORCYCLE RACES by Rainier Sportsman's Club at Rainier, Wash. Rodeo Grounds. Hwy 507 between Yelm and Tenino. Special race for Mini's. Pract. 12:30 p.m. first race at 1 p.m.

TT RACES at Tijuana, Mex. Autodromo. All classes. Sign-up closes at 11:30. First race at Noon. Three miles past Agua Caliente Track.

MOTOCROSS. Third in CMC Anniversary Series. Carlsbad, Cal. Six race series alternating each week between Carlsbad and Saddleback Park. Greeves Griffon to series winner. Post entry $10. Mail entry $5 to P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

SCRAMBLES at Saddleback Park, Cal. Saddleback Sanct. Info: (714) 639-5832.

ROAD RACE. AFM Championship at Carlsbad Raceway, Cal. Mail entry to: AFM S.D. Chapter P.O. Box 3371, La Mesa, Cal. 92041.

SCRAMBLES by the Windbenders M.C. at Mansfield, Tex. AMA Sanct. Info: 421-0165.

SCRAMBLES by the Beaumont M.C. at Beaumont, Tex. AMA Sanct. Info: 832-2766.

SCRAMBLES by Lucky Spo... Brush Prairie, Wash. AMA Sanct. Info: (206) 687-2178.

POKER RUN by Tacoma Yellowjackets M.C. of Tacoma, Wash. AMA Sanct. Info: 759-3979.

SCRAMBLES by Fresno M.C. Fresno, Cal. AMA Sanct. Info: 251-2819.

SCRAMBLES by Palo Alto M.C. at Fremont Raceway, Cal. AMA Sanct. Info: 322-8560.

FIELD MEET by West Side Eagles at Turlock, Cal. Info: (209) 537-6206.

HARE SCRAMBLES by the Spoke Benders M.C. AMA Dist. 37 Points. Info: (213) 329-7761.

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Cal. AMA Dist. 35 points. Limed from Hwy 101 and Jct. 166 turnoff. Watch or ride $1.50. Info: (805) 736-7777.

TT SCRAMBLES by Oasis Scramblers at the Fallon, Nev. Fairgrounds. AMA Sanct. On Hwy 50 and 95. 8 a.m., first race at 12:30. $2.50 entry, $2 admission.

TT SCRAMBLES by Desert Phantoms M.C. at Adelanto TT Track, Cal. On Hwy 395. AMA Dist. 37 Points. Small bikes at 9 a.m., big bore at noon. Info: (213) 927-3860 or (714) 246-8857.

SCRAMBLES by Greater Seattle M.C. at Jolly Rogers M/C Grounds, Kent, Wash. AMA Sanct. Info: 723-0964.

SCRAMBLES by Hustler M.C. at Helvetia Park, Cal. 4 Mi. west of Sacramento on Rt. 16. AMA Sanct. All classes, $2 Donation, new track, $1200 in trophies. Sign-up and pract. at 0 a.m. First race at Noon. Info: (916) 753-7437.

MOTOCROSS by Hi-Jinks F.M.C. at Riverside, Cal. Limed from Central Ave. off Riverside Fwy. 2 classes; 0-100 and 101-125. 9:30 a.m. start, new course. (213) 865-4508.

TT SCRAMBLES by the Oasis Scramblers at the Fallon, Nev. Fairgrounds on Hwy. 50-95. 3 Number plates, covered grandstand. Sign-up at 8 a.m. Pract. 10 to Noon. First race at 12:30. AMA Sanct.

ENTRIES OPEN for 11th Annual DIRT DIGGERS GRAND PRIX. Entries close midnight Oct. 24. Grand Prix is Nov. 8th and 9th at Hopetown. Info: (213) 964-5076.

MOTOCROSS by Hi Desert Racing Assn. at Dead Man's Point, near Apple Valley, Cal. $2 Admission, free entry. All classes 100 to Open. Gates open at 8 a.m. first race at 11 a.m.

**(Continued on page 3)**

**Take a friend to a motorcycle event this weekend**


**70 WINNERS**
**Combo Cross to Vegas**
**SEPT. 14**
**BAY MARE**

**Course will be chemically treated to keep down dust**

*10 Winners each class
*1/3 moto – 1/3 TT – 1/3 G.P.
FUN FOR ALL RIDERS
*AMA – CMC – ACA Cards accepted
*3 races per class

**Course designed for beginners as well as experts – No Mud**

*70 riders & their wives – friends – or lady friends win trip
*3 days – 2 nights, offer good for 1 year (Barstow to Vegas race good time to use it)
*NO penalty on post entry – $5.00 post entry

**You can't afford to miss this one**

**Figure your odds 1 to 10 in each class scored on moto system and if you can't do it there you have a hooligan for 5 additional trips**

**Take 118 to Balcom Canyon**
**For info call Dave (213) 348-3349**



Tear Out and Present at Box Office

DISCOUNT PASS
SAVE 50¢

J. C. AGAJANIAN Presents . A M A
**Half-Mile Every Friday Nite 8:15**
**Motorcycle Races**
**TT's 1st Sat. Nite** each month - **8:15**

Worlds Fastest Action ½ Mile and T.T. Dirt Track
**PASS** SAVE FOR **TWO** **50¢**
Per Person On Each Adult Ticket
**Ascot**
18400 S. Vermont-Gardena
Easily Reached – Just Off Harbor & San Diego Frwys.



Susan Bartolmei Benefit

**T Sept. T**
**28**

By
Clear Lake M.C.

Fast Course – Class C Traction
Sign-up & Practice 8 a.m.
Limed from Kelseyville, Cal. and State Route 29

For Info: Bill Groom
(707) 274-5542

**FRI., SAT., SUN., SEPT. 26, 27, 28th**

BIKE AND BUGGY SHOW. By Northridge Rotary Club. Info: (213) 588-4551.

**SAT., SUN., SEPT. 27 and 28th**

ROAD RUN. Redwood Tour by Napa M.C. Rain or Shine. Info: (707) 224-6167.

**SATURDAY, SEPTEMBER 27th**

SHORT TRACK by Sacramento Trackers M.C. at Sacramento Raceway, Cal. Sign-up at 6 p.m. First race at 8 p.m. AMA Sanct.

FIELD MEET by Silver Queens M.C. on Lake Mead, Nev. AMA Sanct. Info: 870-5644.

SCRAMBLES by Pathfinders M.C. at Kerneay Bowl, Fresno, Cal. AMA Sanct. Info: 224-0739.

SHORT TRACK by North Bay M.C. at Sonoma County Fairgrounds in Santa Rosa, Cal. High point trophy at season's end. Sign-up at 4:30 p.m. Race at 6 p.m. AMA Sanct. Info: (707) 546-6695.

**SUNDAY, SEPTEMBER 28th**

MOTOCROSS. Fourth in CMC Anniversary Series. Saddleback Park, Cal. Greeves Griffon to series winner. $10 Post entry. $5 mail entry to: P.O. Box 1334, Huntington Beach, Cal. 92647. Info: (714) 539-3328.

SCRAMBLES by Starlighters M.C. 3 Mi. west of W. Columbia, Tex. on Hwy 35. AMA Sanct. Info: 245-5430.

MOTOCROSS by Tex. Travelers M.C. San Antonio, Tex. AMA Sanct. Info: 333-8598.

FIELD MEET by Ft. Worth Hawks M.C. at Mansfield, Tex. AMA Sanct.

MOTOCROSS by Mt. St. Helens M.C. at Castle Rock Fairgrounds. AMA Sanct. Info: 274-6881.

HARE SCRAMBLES by Twisters M.C. In the Larch Mountain Area, Wash. AMA Sanct. Info: (206) 835-5540.

CROSS COUNTRY by Everett M.C. at Mattawa, Wash. AMA Sanct. Info: 363-9233.

TT SCRAMBLES by Clear Lake M.C. at Kelseyville, Cal. Susan Bartolmai benefit, fast slidy track, class C traction recommended. Limed from Kelseyville and State Rt. 29.

SCRAMBLES by Eastside M.C. at Halls Ranch, Cycle Hills, Cal. AMA Sanct. Info: 259-2439.

SCRAMBLES by Stockton M.C. at the Lodi, Cal. Cycle Bowl. AMA Sanct. Info: 463-7283.

POKER RUN by Hi Way Kings M.C. AMA Sanct. Info: (213) 246-9206.

TT SCRAMBLES by Mesa M.C. at South Bay Speedway, Cal. AMA Sanct. Info: (714) 424-6349.

TT SCRAMBLES at Adelanto, Cal. on Hwy 395. Sign-ups close at 10:00 a.m. All classes, Minis, ladies, open grudge race. Info: (213) 927-3860.

TT SCRAMBLES by King City Wheelers M.C. at King City Fair Grounds, Cal. AMA Sanct. Class C traction. Sign-up at 9 a.m. First race at Noon. Info: 385-5591.

SIDE CAR RACES by King City Wheelers M.C. at King City Fair Grounds, Cal. AMA Sanct. Class C traction. Sign-up at 9 a.m. First race at Noon. Info: 385-5591.

TT SCRAMBLES at Huntington Beach Cycle Park, Cal. 1/2 mi. W. of Beach Blvd. Sign-up at 10 a.m. Race at 12:30 p.m. Class C traction, entry $2. Info: 897-4458.

MOTOCROSS at Hellonahill Raceway. 30 Miles East of San Diego, Cal. on Hwy. 94. Second in three race series. American Eagle Moto cross bike to series winner.

BENEFIT RUN for Rancho San Antonio Boy's Town by Hi-Way Kings M.C. AMA Sanct. Start at Santa Monica H-D, 12418 Santa Monica Blvd., L.A., Cal. Info: (213) 246-9206 or (714) 522-4752.

**SAT. & SUN., OCT. 4th and 5th**

INDIO GYPSY TOUR by Pacific Coasters M.C. Finish and Sign-in at Natl. Date Festival Fairgrounds, Hwy. 111 Indio, Cal. 125 trophies, AMA Tour awards. Info: (714) 274-3755.

**SUNDAY, OCTOBER 5th**

TT SCRAMBLES at Tijuana Auto Dromo. All classes, sign-up closes at 11:30, first race at noon. Three miles past Agua Caliente Track.

ROAD RACE. AFM Motorcycle Gran Prix at Orange County Intl. Raceway, Cal. Info: (714) 838-3588.

MOTOCROSS by K.C. Trail Blazers at Poso Park, 18 Miles N. of Bakersfield on E. side of Famoso Junction. Hwys. 99 and 46. Pract. at 8 a.m. Sign-up closes at 9:15. First race at 10 a.m. AMA Dist. 35 points. 125, 250 and Open Junior and Senior classes only. Info: (805) 746-4058.

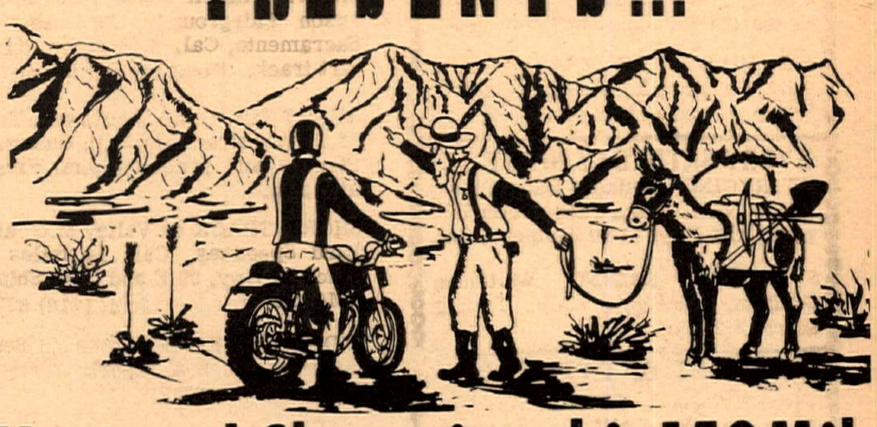
NATIONAL CHAMPIONSHIP ENDURO the Jackass Enduro by Foothill Hawks M.C. AMA Sanct. Start/finish at Charlie's Wagon Wheel between Trona, Cal. and Red Mountain. $5 mail entry closes Sept. 28. Mail to Wayne Powell, 4662 Windsong Ave., La Palma, Cal. 90620. Info: (213) 865-0098.

HALF MILE DIRT TRACK. AMA Sanct. at Manor Downs, Tex., 8 Mi. E. of Austin at Manor Downs on Hwy. 290 at Manor, Tex. 7 classes incl. mini's and wheelie bikes. Sportsman only. Gates open 10 a.m., first race 2 p.m. Info: 472-8246 or 444-5901.

MOTOCROSS by Bay Mare Cycle Assn. Bay Mare, Cal.


**The Foothill Hawks MC.**

**PRESENTS...**



**National Championship 150 Mile**

# JACKASS ENDURO

**Sunday Oct. 5 - 7am**

**Start & finish at Charlies Wagon Wheel (same as last year) Half way between Red Mt. & Trona. Noon stops at Balarat. Bring your own gas & water – food & beverages available at start.**

**Limed from Red Mountain**

Ride the trails of the legendary, "single blanket Jackass prospectors". This adventurous run through the historic and beautiful vastness of the RAND MTS & SUMMIT DIGGINS has become an unforgettable classic to those who have ridden past events.

**Trailbikes go full distance * All Classes * Club Teams ($1.00 extra per rider) * Follow Up Crew * Sign up will be open Sat., Oct. 4 * First rider leaves at 7:01 a.m.**

Entry Fee $5.00 Mail & $6.00 Post. Mail entries close postmarked before Midnight Sept. 28 to – Wayne Powell, 4662 Windsong Ave., La Palma, Calif. 90620. 213 – 865-0098.



# SHAMROCK'S ♣ M.C. ♣ HARE & HOUND

**Start 9 a.m., Sept. 14, 1969**

LIMED FROM 395 and RED MOUNTAIN IN CALIFORNIA CITY

**TOTAL $4.50 ENTRY FEE**

★ ★ ★ *Cry Babies and Pit Racers Stay Home* ★ ★ ★

Bring Water

Two 45-Mile Loops

***TROPHIES: 1st 20. Plus Classes - - Finisher Pins***

RADIO AND RESCUE 3

For Information Call Dick Eddy 352-5255



***the ACTION'S at***

**SADDLEBACK**

ORANGE COUNTY'S MOTOR PLAYGROUND

**SEPTEMBER 14**
ACA Motocross.

**SEPTEMBER 21**
Saddleback Scrambles; SCTA Riding School; Mini-Bike & Go-Kart Meet.

**SEPTEMBER 28**
CMC Motocross.

**OCTOBER 5**
ACA Motocross; SCTA Riding School.

Twilight Special: 5-7 p.m. for $1.
Open Weekends 8 a.m. to 7 p.m.; Weekdays 9-7.
Admission $2.50; Juniors & Minis $1.50.

**SADDLEBACK PARK**

BOX 2455, ORANGE, CALIFORNIA 92667



# 11th ANNUAL DIRTDIGGERS GRAND PRIX

***4th INTERNATIONAL MOTO-X***

# NOV. 8&9

***HOPETOWN (CORRIGANVILLE), CALIF.***

*Often Imitated . . . But Never Duplicated*

**853 Riders – 3400 Spectators Attended Last Year**

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

***MAIL ENTRY ONLY*** **– Opens Sept. 18, Closes Oct. 24 (Midnight)**

Entry Fee $10.00 – All Classes. All Classes are LIMITED Entry Postmark determines Starting Position. Get Your Entry In Early – Last Year We Returned Over 300.

***ONLY OFFICIAL D.D.M.C. ENTRY BLANKS ACCEPTED***

Out of State Riders Write for Additional Info.

*If you do not have an Official Entry Blank call or write*

| | | |
|---|---|---|
| **0-250cc (all) Mail to:**<br>D.D.M.C.<br>8921 11th Ave.<br>Inglewood, Calif. 90305 | **Dist. 37 Point Event**<br>For Info Call<br>(213) 964-5076<br>(213) OR 8-2868 | **251-Open (all) & Hacks**<br>D.D.M.C.<br>19308 E. Aguiro St.<br>Rowland Heights, Calif. 91745 |

"America's Weekly Motorcycle Newspaper"

# CYCLE NEWS

"America's leading weekly newspaper covering the motorcycle sport. You'll always see it first in Cycle News."

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# VOICES OF THE WEST

## SEARS DEMANDS RETRACTION

On page 36 of the Cycle News dated August 19, 1969, there is an announcement in the "Calendar of Events" which makes reference to a "Professional Motocross Sears, Roebuck Sanct. at Ascot Park, 184th and Vermont, Gardena, California, etc."

Sears, Roebuck and Co. hereby demands a retraction that said event is sanctioned by Sears, Roebuck and Co. Sears did not sanction said race, nor has it any interest of any nature in such event. Sears disclaims any and all responsibility for the race, its conduct, result or anything whatsoever connected with it.

We demand a written retraction equal in prominence to that in which the original announcement appeared.

JOHN J. MC CUE
Pacific Coast Legal Dept.
Sears, Roebuck and Co.
Los Angeles, California

**Editor's Comment: Well, here's your retraction, more than equal in prominence. We're sorry you didn't sanction the race, it was a huge success and a real money-maker. Our advice to a growing concern such as yours is to diversify; become involved in more things. You surely must be aware of the growing market for leisure and recreation equipment. Get out of those stuffy legal offices and enjoy some fresh air and speed and noise.**

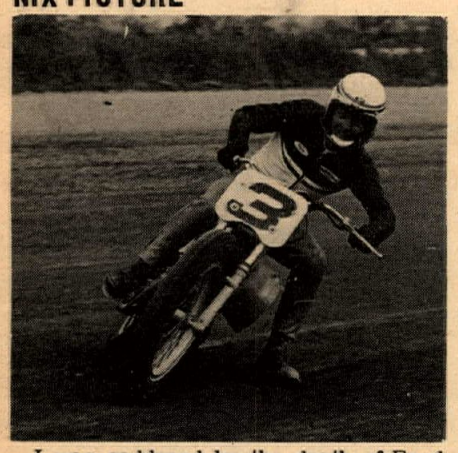
## ABORTIVE TRIP

My friend and I just returned from an abortive 120 mile trip on our bikes from Whiteman Stadium. According to your last issue, nothing was cancelled for tonight. I convinced my friend to ride with me for his first time out to the races so you can imagine how petrified we were upon arriving at a black-out Whiteman Stadium. He would never return there again and I'm sure that it's my last time out too.

LUCIEN R. BIRON SR.
Oxnard, Calif.

**Editor's Comment: Our apologies; Whiteman Speedway will be closed during the three week run of Speedway at the Los Angeles Sports Arena.**

## NIX PICTURE



I was saddened by the death of Fred Nix. Would you please send me a picture of this great motorcycle racer? Thank you.

BILL RENNER
Bratenahl, O.

**ED COMMENT: We think one of the finest photographs of Nix we have seen was that run on a Cycle News East cover a few weeks ago. This is not to our credit, but to the credit of an excellent photographer, Gerald Batke. Mr. Batke will make an 8x10 glossy print of that photograph available to anyone who wants it for $2.00; certainly a reasonable price for an outstanding photograph of a man we all loved and whom we will not see again. Write Mr. Gerald Batke, 14640 Ingram, Livonia, Michigan 48154. For your records, that picture was made during practice at the Livonia National, June 1, 1969.**

## LONE WOLF ENFIELD

Congratulations on your fast and complete coverage of the Bonneville speed trials.

We note, however that you listed Don Sliger, the winner of the single engine 750cc class as riding a Harley-Davidson. Actually, Don rode a Royal Enfield, the only RE entered. He was not only the fastest non-streamlined single engine bike, but he was several miles an hour faster than the nearest competitor riding a single engine non streamlined job.

I am sure this was an oversight and you would like to give credit to this young chap who was really a "lone wolf".

Even though large sums of money were posted by another manufacturer, he was nearly 10 miles faster than the fastest non-streamlined 750cc bike to finish, even though they had about 25 entries entered to win their posted cash awards.

FLOYD CLYMER
Los Angeles, Cal.

## BONANZA'S AT BONNY

I thought you might be interested in the fact that Bonanza took three motorcycle records at Bonneville. We can't send out a news release on it until we get pix and these are not in yet, so I thought this memo might interest you; especially since your publication is a weekly.

Here are the records:

| | |
|---|---|
| PSA-AG-175 | 92.561 mph |
| A-AG-100 | 79.774 |
| A-AG-50 | 45.297 |

These really fufilled some of Mike Farrand's dreams. I'm told that one unofficial time slip showed 120 mph over part of the course.

Bonanza decided to enter the lists only 10 days before the trials and put Jack Costello in charge of the design and building of the bikes. Jack is a Bonanza man with drag strip experience and a lot of talent. Tuning was done by Irv Kanemoto.

Rider was John Conlan, 18 year old Bonanza employee who'd never raced before.

But what pleased us as much as the records was the fact that several persons who were there reported that Bonanza did a great deal to change Bonneville's attitude toward small displacement vehicles.

Standard Bonanza double-loop construction was used in all four bikes and the outside tire diameter was only 12" (smaller than on some standard Bonanzas!).

GEORGE SVENSON
Castro Valley, Cal.

## TWO NEW PUBLICATIONS

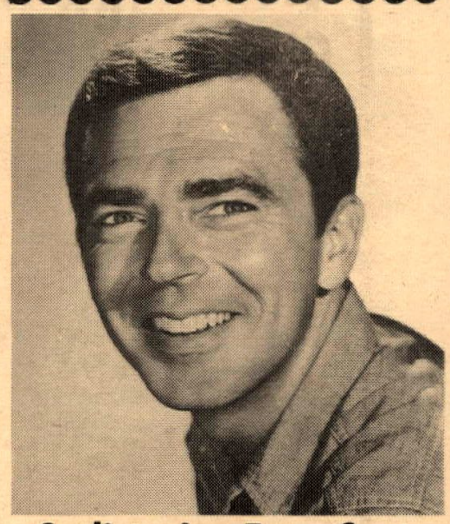
With the arrival on the American motorcycle scene of the big new monster bikes, great interest is generating in road riding again. A new bi-monthly magazine aimed at the touring rider came out last week. Called "Road Rider News," it is published by former Cycle News correspondent George Hays and edited by Roger Hull. Subscriptions are 12 issues for $4. Address "Road Rider News," Box 247, Midway City, Calif. 92655.

A book you may enjoy, especially if your tastes extend to the "industrial folk art" aspect of motorcycling, as one writer calls it, is "Choppers Magazine." Published by Ed Roth, the thick, pocket size monthly manages to convey much of the spirit of the chopper breed as well as the nuts-and-bolts information. Issues usually feature a how to do it article or two, an AMA tour, and lots of pictures of the scroungy builders along with their immaculate bikes. It's worth sending .75¢ for a sample copy to "Choppers", 4620 E. Slauson, Maywood, Calif. 90270.

"JUST HOW LONG HAVE YOU BEEN HUNG-UP ON MOTORCYCLES, MR. STARKEY?"

# Guest Editorial

By Ken Berry



## Cyclists Are Type Cast

**(Guest Editorialist Berry, besides being an enthusiastic motorcyclist, is probably best known for his starring role as the bumbling Lieutenant in television's "F" Troop." He is currently the star of "Mayberry RFD" on tv and has appeared in several movies. Berry has been ranked with Charlie Chaplin as a comic actor and may be the most talented funnyman on tv.)**

**Reprinted from the Los Angeles Herald-Examiner.**

There's an element of our society that has been segregated far too long. This comes from their being misunderstood, maligned, and being classified as second-class citizens. I'm talking about your day-to-day American motorcyclist.

For years I've considered myself a motorcycle buff (three bikes: Honda 160, basically a street bike; Honda 90, combination street and dirt bike; and a Yamaha 125, dirt bike). Riding them has always been a pleasant, healthy experience, but now, quite frankly, I'm becoming increasingly more afraid. It's a fear, I might add, not entirely unfounded.

I don't know exactly what the figures are, but I read somewhere that in most of your automobile accidents involving motorcycles, the fault lies with the car.

Why? Well, I've been spending some leisure hours in recent times examining this frightening phenomenon and have come up with some startling observations. The basic problem lies in the concept of the motorcyclist himself.

The opinion one usually has of the guy who rides the motor bike is not exactly a sane one. He almost never is envisioned as a clean-cut, uncomplicated individual, with a wife and a family who comes home at night to a quiet dinner followed by relaxing tv watching. Rather, he is painted as "The Wild One" – a figure of irresponsibility and indifference, who sleeps most of the time, spends evenings terrorizing neighborhoods and trying to run down old ladies with their arms full of groceries.

It is perhaps because of this very belief (shared by a large segment of our population) that a veritable contempt for the motorcyclist exists. I think I can cite one example of this – a personal one – which took place some months ago when I was riding my bike in a fairly isolated section around Mulholland Drive. I was driving along at the speed limit when suddenly a car coming from the opposite direction leaves his own lane, moves into

Continued on page 18

# HUSKY WINS

**New World Motocross Champion in the 500cc Class-- BENGT ABERG, was one of the Husky Team that came last fall to America (He was the 500cc class winner at Pepperell, Mass.) Aberg will return for the 1969 Inter-Am Series.**

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## Riding a 400cc Husqvarna

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# Silverthorn King Of The Mountain

John DeSoto, Bill Silverthorn and Gary Bailey ran through the forest like the three bears. Bill and Gary got by John in a race spattered with rain and hail. At day's end it was Bill and John followed by Gary who broke a chain in the final chase.

ABOVE: Juniors and their tribulations in the sand pit.

RIGHT: Bob Vacca who led the opening laps in each moto of the 125 Expert race.

Bill Silverthorn dusts through before the rainmaker wet down the course. Bill came away a $400 winner for first place rides in both the 250 and 500 Expert classes.

On the back part of the course the dust and sand was a show in itself. A CZ Expert stirs up the footing.

Photos by Tom Culp & Jerry Mills

MAMMOTH MT., CAL., Sept. 6 and 7, 1969 – The Husqvana ace Billy Silverthorn grabbed wins in both the 250 and 500 Senior classes. Billy didn't have it all that easy as second place Gary Bailey (250 class) and new expert Bruce Baron had their mounts in front only to have Silverthorn work his way to the lead.

In one moto Bailey (Greeves) and Silverthorn swapped back and forth with the lead changing two or three times a lap. Baron's CZ seemed to have what it takes to make the first corner first, Bruce did a fine job in finishing third overall in one of his first rides against the Seniors.

The 500 Senior class found John De Soto, Husky with the charge to take the lead in all three motos with either Bailey or Silverthorn or both on his rear wheel.

The 125 Senior class run Saturday found Lars Larsson and Gene Cannady (Sachs) in a tie for first. Gene took the first moto, Lars (Penton) the second, and Clas Nilson (Penton) the third.

A gaggle of 250 Juniors bounce along the downhill. What a way to get a forest ranger from place to place.

# Sidewinder's Crowd Likes Tomasie

By J. Lacey

PORTLAND, ORE. Aug. 22, 1969 – Taoma's Squire Tomasie marked the return of short track racing to the Sidewinder's M.C. track by winning everything in sight.

He used a borrowed Honda to take first in his heat and semi. Amateur Tomasie got the kiss after the Trophy Dash and then lined up for the Main.

From the pole Tomasie led Mark Williams on his Triumph, Novice Eddie Herrmann and T.J. Hoglan riding a Bultaco. Williams, National Number 70, kept up the pressure. He tried to get under or around Tomasie lap after lap but the Honda had enough coming out of the corners to hold the lead.

Herrmann fell out of third place and slipped all the way back to dead last. Somewhere, Eddie got his second wind and began a charge that picked off rider after rider. Almost unnoticed by the crowd because of all the shuffling in the pack, he worked his way back to third place behind Williams.

Tomasie's win was popular with the crowd and they literally swarmed over him, his dog, wife and winning Honda. Williams wasn't too unhappy. He collected second money and was smiling greatly despite a painfully swollen hand that he injured in a TT crash the night before.

(Results on page 20)

# Speed Week South Of The Border

SAN FELIPE, B.C. MEXICO, announces the first running of San Felipe Speed Week November 15 through 21, 1969. During Speed Week a succession of off-road racing events will be conducted for motorcycles alone, automobiles alone, and a long distance event for both combined.

The first event of the series will be a motorcycle event running two classes over a 25 mile course. Four circuits of the course will be made for a total of 100 miles. The race will begin and end in San Felipe on November 15, 1969. The entry fee will be $50.00 with a guaranteed purse of 40% of entry fees. The two competing classes will be over 250cc and under 250cc with a total entry list limited to 200. With a full entry list the prize money will be distributed as follows:

| | Under 250cc | Over 250cc |
|---|---|---|
| 1st Place | $900.00 | $900.00 |
| 2nd Place | 600.00 | 600.00 |
| 3rd Place | 300.00 | 300.00 |
| 4th Place | 200.00 | 200.00 |
| 5th Place | 100.00 | 100.00 |

Because of the moderate cost of entry, the short duration of the race, and the accessability of the course, the entry lists will be quickly filled, so we urge that entries file as early as possible. No entries will be accepted after November 8, 1969.

A 400 mile event is scheduled to begin November 19 with six classes competing. The classes will include the two classes of motorcycles and the four classes of automobiles of the earlier events, with the entry list limited to 250 starters. The race will begin and end in San Felipe. The entry fee will be $200.00 with a guaranteed purse of 40% of the entry fees. With a full entry list the prize money will be distributed as follows in each of the six classes:

| | |
|---|---|
| 1st place | $1000.00 |
| 2nd place | 600.00 |
| 3rd place | 300.00 |
| 4th place | 200.00 |
| 5th place | 100.00 |

All vehicles finishing will win a trophy. No entries will be accepted after November 8.

The proceeds for the San Felipe sponsored races will be used for town improvement after expenses are paid. Race headquarters will be set up at the El Cortez with the pit area immediately in front of the hotel. Hotel space in San Felipe is limited, so we urge everyone who has camper or trailer equipment to use it. Camper space is available at $2.00 per day per space for two people plus .50 per day per additional person. Reservations should be made with full payment for the total length of stay in advance. Those staying at motels should get reservations in early with a $12.00 deposit required. Rates average $10.00 per day for a double. Reservations can be made with Bill and Shirley Alvarez, Box 4029 Fullerton, Calif. Zip 92634, phone 714-528-5141. Reservations will be confirmed by mail.

Even 6 foot 6 Gary Bailey is dwarfed by the towering Mammoth forest. Spectators enjoy momentary sunshine in the on-again-off-again weather.

The 250 and 500 Junior classes found the Lacky brothers pitted against each other. Randy (Ossa) came away first followed by Brad (American Eagle) second in both classes. Brad did manage to stay in front in one 500 moto as Randy ran into traffic. The 500 Junior first moto went to Chuck Baudman – CZ and a third overall. The 125 Junior Class found Bultaco riders place one, two. Dave Rodgers and Mike Pritchard had a real battle with Richard Foshay (Sachs) taking third.

The High Sierra M.C. did a fantastic job of both preparation and running of the event, their second in an annual series. The rider response was overwhelming and prompted a mail entry only for next year. The club works hard to keep this forest service land open to our use, let's all try to leave the pit area a little cleaner next year.

(Results on page 20)

Gene Cannady and his Sachs finished heads up with Lars Larsson's Penton in the 125 Expert series. Both men had identical point totals.

# Sage Hoppers Hit The Beach At Rosarita

By Steve Fisk
Photos by Terry Pratt

ROSARITA BEACH, MEXICO, Sept. 7, 1969 – Terry Davis was the Open Expert winner and Dave Smith had two wins in the 250 and 100 Novices classes, but the Beach Master at Rosarita is Martin Tripes who won the combined 125 and Open race on a Penton.

The Sage Hoppers moved District 38 to Mexico for their European Scrambles on the original Rosarita Beach course. Although not as large as the Rosarita Grand Prix of years past, just under 200 riders were on hand.

Two beautiful trophies were donated by Mexican companies. A trophy for the overall Open Expert winner was donated by the Corona Beer Company. A trophy for the overall Open Novice winner was donated by the Ford Motor Company of Tijuana.

The course could be described as a rough and dusty one-way motocross course with a high speed return road. After scrambling up and down the dirt banks and trash dumps, the riders leaped off a tidal bench and slithered through dry sand to the beach. The slightly curving strand was a top-gear, tucked-in stretch all the way until time to cut away from the flat, wet sand and begin a new lap. The transition from fast beach to soft sand is like driving into the road's shoulder at highway speeds. Lots of snakey, shakey action here.

The Sage Hoppers came upon this site after their old course at Encinitas was sold for a housing development. Carlos Iribe of the Tijuana Racing Association procured the site for the Sage Hoppers.

In the Novice class the 125's and the Open bikes were combined because there were enough 250's to run by themselves.

Riding a 360 Maico, Frank Roberts led a close three-way race for first with D.E. Molitor on a big bore Husky and Martin Tripes on his Penton. Ignition break down slowed Frank's Maico, so D.E. and Marty went by. That Penton was flying. Not content with second overall, Marty passed the Husky too. Molitor crashed once later but didn't lose any positions.

In true giant-killer form, Marty Tripes slew the whole field of 360cc-and-up bikes with the lithe Penton. Incredible? Hold on. There's more. Marty is a first year Novice and is 13 years old. He probably won't even start shaving for three or four more years.

Dave Smith slipped his Husky in for the win in the 250 Novice and Dave unlimbered his Kawasaki to wrap up the 100cc race. Marsha Metz used a Yamaha Van-Tech to win the distaff portion of the 100's race.

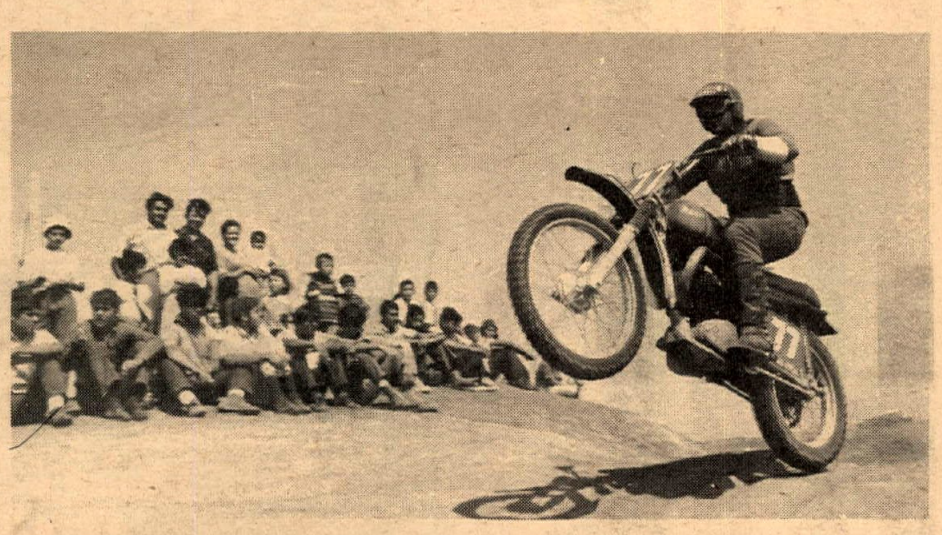
An hour long race is an endurance test for the scorers as well as the riders, but from here it looks like Kim Gifford took the second honors in the 250 Novice.

After running about third for the opening laps, Terry Davis wore out the opposition and moved his Husky into the front of the combined Expert pack.

With a little help from the attrition factor, steady John Kenyon weeded through the other 250's to make his Suzuki a class winner. Bob Silverthorn had another sparkling Penton and took the 125 Expert class.

One man seemed to be lashing out at the current motocross and cross-country establishment by riding a 1964 30.50 Triumph. The rider, Joe Stemmer, said that he likes his mount for its good handling and most of all its reliability, hence he had named it "Mr. Dependable."

(Results on page 20)



TOP: As the surf crashes in the background Terry Davis crests the top of one of the dirt banks along the rough and dusty Sage Hoppers European Scrambles course.
LEFT: Winner of the 125 and Open Novice is 13 year old Marty Tripes of Santee, Cal. His Penton lapped the course in times comparable to those of the best old men in the Open Expert race.
BOTTOM: Before an approving gallery of local residents, D.E. Molitor leaps his Husky to a second overall and first place in the Open class.

## SCHWEIN PUTS HIS FIRST AWAY

By J. Noffsinger

CHICO, CALIF., Aug. 30, 1969 – Bill Schwein of Chico captured his first victory in the Handicap 100cc Main Event Saturday at Cycleland Speedway. Bill has been riding faithfully for at least four years here, and finally made the winners circle. John Allen of Palermo placed second, followed by Dave Searing of Chico. John Grant from Rio Linda captured another Scratch Main here to no one's surprise.

In the 200cc Handicap Main, Palmero's Mike Rockwell was first ahead of Dan Toby of N. Highlands, and Dick Turner, Red Bluff. Joe Allen, from Palermo won the Scratch Main, leading from beginning to end.

Ron Chesney of Redding earned first place brass in the 250cc Handicap Main, edging out Jim Crenshaw from Davis, and Randy Scott from Chico, Calif. Sacramento's Joe Henry captured the 250cc Scratch Main.

The 100cc Beginners Main was won by Jim Brewer, the 200cc Beginners Main by Ron Alves of Princeton, and the 250cc Beginners Main by Ron Chesney from Redding.

There are two final races at Cycleland Speedway, with the final night for awarding those tall, handmade season trophies to Handicap and Scratch event winners.

(Results on page 20)

## WILSON PICKS UP ENGLISH WINS

"American Cleans Up In Essex," reads the headline in the September 3 issue of "Motorcycle News", English counterpart of "Cycle News".

Jim Wilson cleaned up all but one of the events he was entered in. He rode his Greeves Griffons to first place finishes in four events. The races took place in Hadleigh, Essex.

# Mrs. National Number Thirty-Three

By Elaine Bailey

I feel, to be a racer's wife, you have to more than just like motorcycles. You have married a guy who breathes, eats and sleeps motorcycles 365 days of the year!

I am one of the wives who really dig motorcycles and motorcycle races. As far as the races go, I feel there's more to it than just being there, saying "I'm Mrs. Racer So-and-So" and sitting in the stands yakking with the gals about things that don't pertain to racing, and not even watching the races. I go to the races to watch my husband and his fellow competitors RACE.

Prior to the races it's sometimes very hectic. While my husband is busy working on his bikes, getting them ready, I'm busy getting his leathers cleaned, making sure all the zippers work, seeing if any repairs are needed, getting together the proper face shields for the event, plus clean rags to polish the shields and wipe his hands on, and face shield cleaner. I also chase after parts when needed.

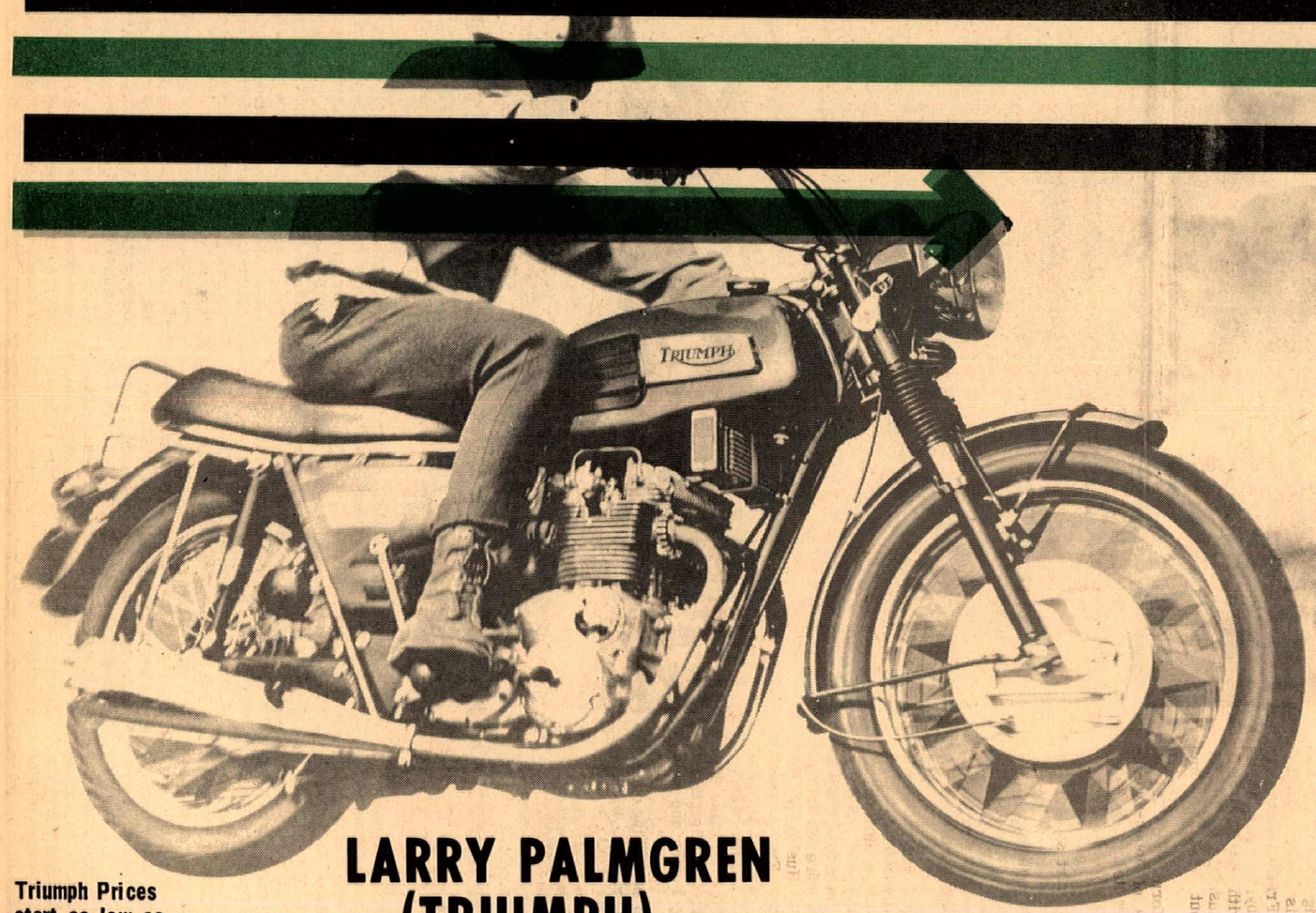
When we travel (and we do a lot) I have the responsibility of getting our van packed and ready to go, getting our clothes ready, and take our daughter to the babysitter. I do the majority of the driving when we travel. This way my guy can get some sleep and rest, and be ready to go out and do his best at the races. Besides, I like to drive.

At most professional races women aren't allowed in the pits during the races. I feel this is best for all concerned, for most of the gals would just be underfoot and not any help. While up in the stands you'll find me with a stopwatch in one hand, a pencil in the other and a pad of paper on my lap. With these items I check out my husband's times per lap in practice. I usually check with him a couple of times during practice to let him know what his approximate speeds are so he can make changes if necessary before time trials.

During the races I keep track of who's in each race and what position they finish in – also the times for the events. During the Main Events I keep a running account of each rider's position on every lap so I can check back on individual performances and have an accurate finishing list, since sometimes the announcers don't give all the finishing positions.

After the races are over it's time to go into the pits. I head for my husband's pit area and usually try to have something cold for him to drink. Then we get his bikes and equipment loaded up in the truck and spend some time visiting with some of the other racers and race fans. After the guys get their money and licenses, it's off to get cleaned up and have something to eat. Usually there is a big party after the races where all the racers gather and do a lot of bench racing, drink a few beers, dance, and have a good time.

Then we head for home, prepare for the work week and get the bikes ready for next weekend's races. Think you could handle a routine like this? I wouldn't trade it for anything in the world.

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| SPEED | CLASS | MACHINE | RIDER | OWNER-TUNER |
|---|---|---|---|---|
| 169.331 | APS-A-750 | Triumph Trident | Jeff Gough | Bud Hare-Jeff Gough |
| 151.407 | APS-AB-750 | Triumph Trident | Art Houston | Art & Joy Houston |
| 148.323 | APS-C-750 | Triumph Trident | Rusty Bradley | Jack Wilson–Big D |
| 147.723 | PS-C-750 | Triumph Trident | Joe Baker | Triumph Detroit |
| 145.650 | PS-AG-750 | Triumph Trident | Virgil Davenport | Jack Wilson–Big D |
| 145.567 | APS-AG-750 | Triumph Trident | Virgil Davenport | Jack Wilson–Big D |
| 144.481 | A-AG-750 | Triumph Trident | R. Lackey | Triumph Detroit |
| 142.406 | PS-A-750 | Triumph Trident | David Early | Triumph Detroit |
| 141.569 | A-C-750 | Triumph Trident | R. Lackey | Triumph Detroit |
| 139.871 | A-A-750 | Triumph Trident | David Early | Triumph Detroit |
| 138.541 | PS-AB-750 | Triumph Trident | Art Houston | Art & Joy Houston |
| 137.407 | C-C-750 | Triumph Trident | Joe Baker | Triumph Detroit |
| 136.249 | C-AG-750 | Triumph Trident | David Early | Triumph Detroit |
| 133.379 | C-AB-750 | Triumph Trident | Art Houston | Art & Joy Houston |
| 132.804 | A-AB-750 | Triumph Trident | Art Houston | Art & Joy Houston |

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## LARRY PALMGREN (TRIUMPH) WINS INDIANAPOLIS MILE-TRACK NATIONAL CHAMPIONSHIP!

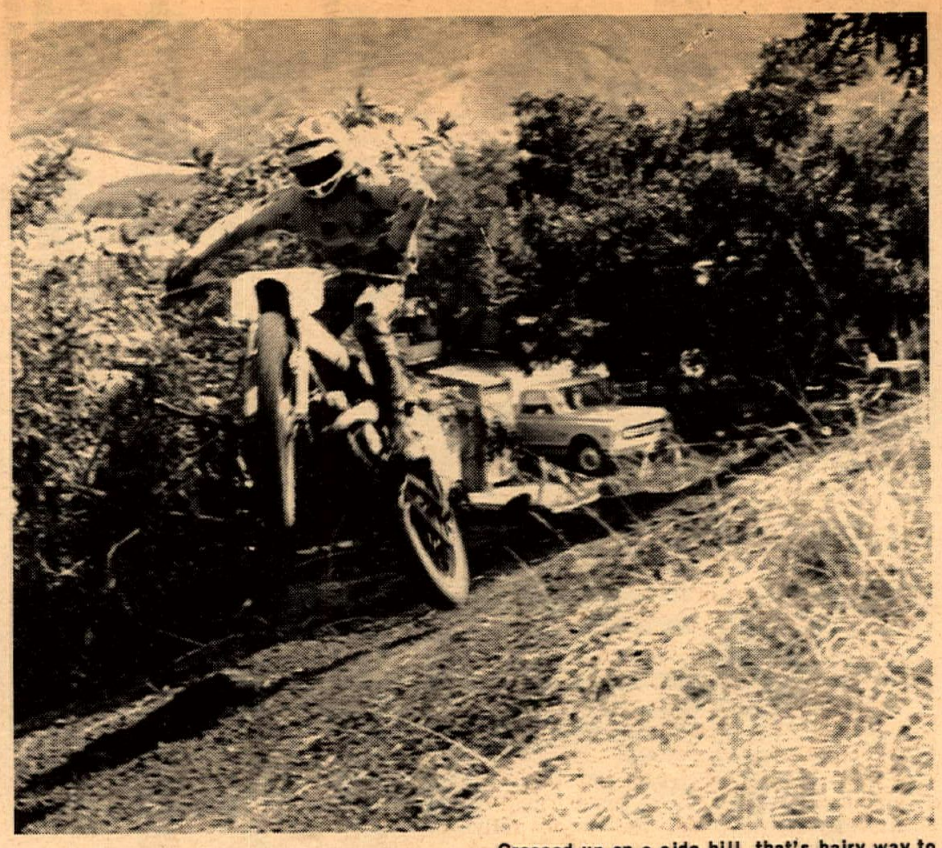
# Prospectors Dig In At Bay Mare

By Dave Smead

BAY MARE RANCH, CAL., Sept. 7, 1969 – Using ACA rules and sanctions, the Prospectors M.C. held what turned out to be the best organized, best flagged, and best watered race at Bay Mare to date. Two of the day's fiercest fighters were in the first division of 125 Jr. riders. Dean York blazed a wide trail in the first event but a bad start in the second race found him finishing behind Jim Dawson. In the second division of 125 Jr., no match showed up for Ron Rakisits. In the run-off moto Dean York and Jim Dawson dueled handlebar to handlebar and just when it looked like Dawson was weakening, the race was over with him ahead. Rakisits third and two firsts stood up for first overall with York finishing second ahead of Dawson.

The 125 Sr. events started out hot. A real contest developed between Joe Veillon and John Hateley. Hateley made a mistake in the last lap for a third. Joe took the top spot. In the second race Hateley took a first with Joe goofing, this time for a second. Somehow Hateley didn't get the word that the two divisions of 125 Juniors were being combined for a run off so he didn't show up in time for the third race. Veillon managed a third in this one with two spills. That was good enough for first overall.

The 250 Jr. were shown a few tricks by TT Expert Linus Beall. Husky mounted Don Mitchell pressed on for second overall.



Crossed up on a side hill, that's hairy way to fly. The Prospectors threw a fine motocross at Bay Mare.

Under the spreading chestnut tree...This may not be the smithy but he's riding hammer and tongs.

It was Mike Chamberlain pleasing the crowd in the first and third motos of the 500 Jr. In the second he had to eat the dirt sprayed up by Claude Maples who took a well earned second.

The 250 and 500 Sr. were combined with three 250's and 8 500's on the line. The 500's were shamed in the first race when they let PurSang mounted Larry Shoemaker take first overall. Joe Veillon and John Hateley tangled in this race to let Shoemaker win. They both came back in he second moto with Veillon ahead of Hateley and then Shoemaker.

In the final race Hateley came out on top giving him first overall, Shoemaker cinched first 250 Sr. by sweeping all of his events.

(Results on page 20)

# Hosaka Wins At Southbay

By Bill Harmer

CHULA VISTA, CAL., Sept. 7, 1969 – Riding Pete Pistone's hot Triumph, Wayne Hosaka captured the Open Expert series of motos. A fair sized contingent of District 37 riders were down and one of them, Terry Dorsch of Burbank, also Triumph mounted, annexed the second position in fine style. Rich Ribley, riding Mike Garrett's speedy Norton, looked impressive finishing third.

Carl Byers on the Jon Knapp tuned Lucky Yamaha won the first two motos of the 250 Expert contest and was running a close second behind Bultaco mounted Wayne Hosaka in the final. Under the yellow flag he decided to pass Hosaka on the sweeper. He went in a little too hot and didn't shut off in time, and fell directly in front of Hosaka who could not help hitting him. It was a spectacular high speed crash with bikes and riders sailing 10 feet in the air. Hosaka walked away, but Byers did not fare so well, and was taken to Balboa Naval Hospital. With Byers and Hosaka both out, Kawasaki mounted Larry Collie was able to capture the event and increase his expert point lead in District 38. Byers was awarded second by virtue of his two firsts; Earl Barker riding for Southbay Yamaha finished third.

The 125cc Expert race developed into three duels between Jim Chitwood on the remarkable Don Vesco Twin Yamaha and little Earl Roloff on Willie Anderson's screaming Yamaha single. The heats were close, but all turned out the same: Chitwood first and Roloff second. Big Earl, Sr. the tuner of his son's mount was mumbling something about not having tried everything yet. Only time will tell.

District 38 Point Champion, Hodaka mounted Jim McGuire, dominated the 100cc Expert fracas with Kevin Stafford also on a Hodaka pressing him relentlessly. Mick Chiara, President of the sponsoring Experts Motorcycle Club, finished a close third.

Talented tennager Debbie Reon, continued her winning ways in the Powder Puff Steeplechase on her little Hodaka. Hodaka mounted Cathy Collie, little sister of Expert Larry Collie, looked impressive finishing second, and Lori Fuller brought her Kawasaki home third.

The Novice riders seem to improve every week, and the Open Novice motos were perhaps the most interesting. BSA mounted Rus Burch showed the most talent and won the event. Big (238 lb.) Bob Larson looked good capturing second on his Triumph, and young Steve Sharp showed continued improvement by finishing third.

The Handicap race for the winners of each class sponsored by Lucky Yamaha was won by Larry Collie. Triumph mounted Terry Dorsch from Burbank was second and 100cc bike rider. Jim McGuire captured third.

As Maureen Lee predicted, a few of the District 37's high number plates were in evidence at Southbay today, and those who took home any brass had to really work for it. One of those was Yamaha mounted Dean Butterfield who won the 250 Novice Main with Mike Pape also Yamaha mounted taking second. Bultaco pilot John Swinko was third.

Next week there will be another TT Scrambles in the San Diego area at the Dehesa Indian Reservation Course which is about half the size of Southbay's track.

(Results on page 20)

# Susan Bartolmai Benefit

Motorcycle racers will line up for a noteworthy cause Sunday, Sept. 28th when the Clear Lake, California M.C. sponsors the Susan Bartolmai Benefit Scrambles in Kelseyville, Cal. Proceeds from the race will be used to help off set medical expenses for Susan who was kidnapped, shot and left for dead two summers ago. Susan's doctors said at that time that she be paralyzed for life but spokesmen for the event hope that Susan will be at trackside in her wheelchair Sunday. She is making considerable improvement and is now able to move her arms.

Local merchants have donated trophies for the races and a turn out of around 200 riders is expected. The course is reported to be fast and slidy and the route is limed from Kelseyville and State Hwy. 29. Information may be had by phoning (707) 274-5542.

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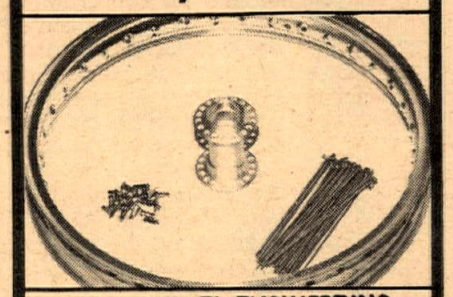

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# Motorcycles At Harrah's

Photos and Story by Darryl Skrabak

Most motoring buffs know that Harrah's Automobile Collection, located near Reno in Sparks, Nevada, is the world's largest assemblage of old and honored cars.

It is less well known that Harrah's also houses a good number of old and honored motorcycles. Not so many bikes as cars, to be sure – the Collection includes more than 1400 automobiles – but 78 motorcycles is no small number.

These figures are somewhat misleading, for the visitor to the Collection will not see 1400 cars, nor 78 motorcycles. For this he may be thankful, in respect to the cars.

The number of cars in the showrooms, 750, is quite sufficient to thoroughly exhaust the enthusiast who comes to spend a day. At least two days, and better three, are required to achieve any sort of intelligible review of the Duesenbergs, the Cords, the Auburns, Rolls, Packards, Franklins, Thomases, Fords (144 Fords!), Mercedes-Benzes, Bugatties, and on and on.

The number of types and kinds of automobiles men have constructed is literally bewildering. That is not fully appreciated until one visits Harrah's.

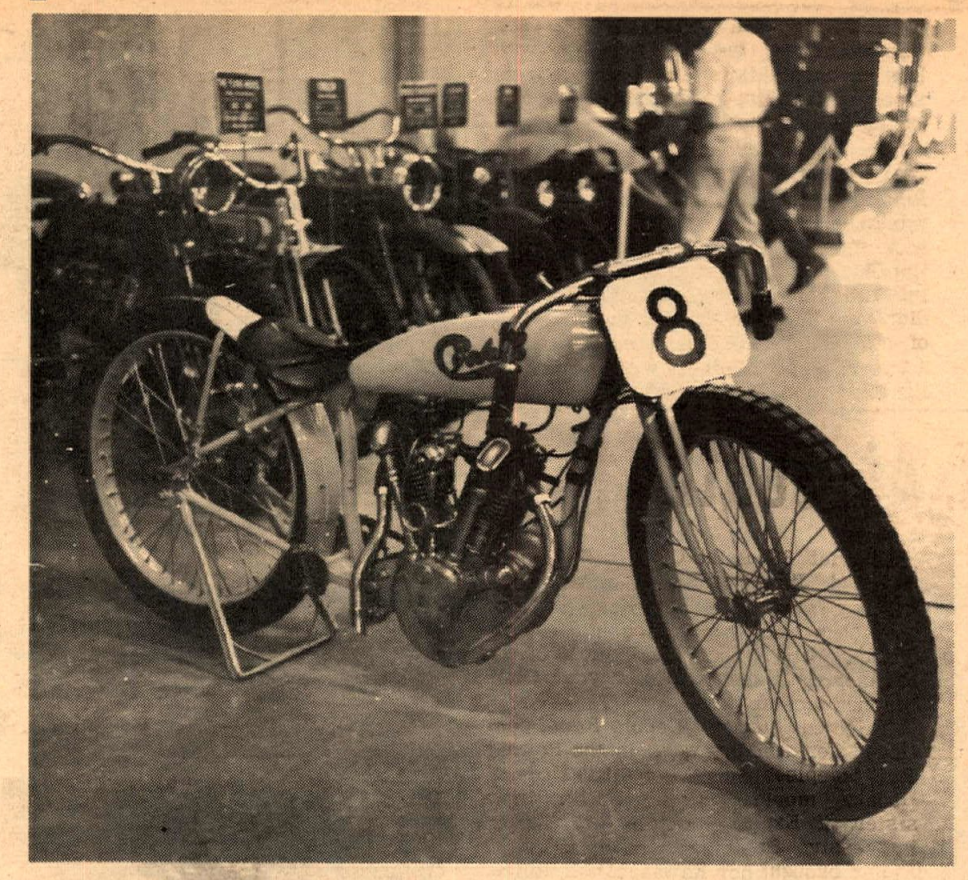
Where are the missing cars? According to Gene Tarnowsky, public relations officer for the Collection, Harrah's present seven acre site simply isn't large enough to accommodate all the automobiles. The others are stored in warehouses around Reno and Sparks.

In addition to automobiles and motorcycles, Harrah's collects other vehicles, – "anything that moves under its own power," as Tarnowsky put it. Thus, along with the bikes and cars, there are boats, trains, trucks, airplanes, trailers, tractors, and anything else that goes.

Back to the motorcycles. Of the 78 in Harrah's catalog, only 21 are on display, all but two of these are parked along a back wall in Showroom 2 (Harrah's has three showrooms.) There is a good selection here, including such famous but now defunct names as The Flying Merkel, Pope, Reading Standard, Pierce, Neracar, Cyclone and Excelsior.

These motorcycles, when fully restored, are as like new as it is possible to make them, inside and out. A research department looks after authenticity. The restoration process may involve some peculiar problems, as Tarnowsky explained.

"For example, if an engine had bronze bearings when it was manufactured, we put bronze bearings in it. Of course the mechanics want to put other bearings in it, which would allow it to turn more rpm's and last three to four times as long. But the idea is not to make it better. We want it to be original, to be just as it was when it was new, in the dealer's showroom."




Could this have been Shorty Seaborne's original flattracker? No, he's not that old.

Tarnowsky admitted motorcycles are not high on Harrah's list of priorities for restoration. Cars come first. But the bikes are there, in the warehouses, and where work on them was one intermittent, it is now a continuing concern.

In the main restoration shop where assembly occurs, and through which visitors pass on their way to different showrooms, an observant eye will notice the small section devoted to motorcycles.

This is the domain of Ray Moyer, old time bike racer and lifelong motorcycle mechanic.

Moyer is a delightful man to talk with, full of knowledge and stories acquired during a career which goes back about as far as motorcycles do. Age has not slowed his enthusiasm for bikes, although he did recently sell his last motorcycle, a Honda 450. He is expert at this work. Harrah's considers him a master craftsman, and they are fortunate to have him.

When interviewed Moyer was working on a 1914 Militaire, a machine he didn't particularly like. The Militaire, a four cylinder hub-steered motorcycle, was the subject of an article by Ted Hogden which appeared recently in Motorcyclist.

"When you move the handlebars, the whole motorcycle shifts over," Moyer said of the Militaire. "You need those little wheels to keep you up when you're running around tight places out in the parking lot."

The wheels Moyer referred to are similar to training wheels on a child's bicycle. Meant to be lowered when one went into reverse (!), the wheels and their raising and lowering linkage were absent when the machine was acquired. Working from pictures supplied by the research department, Moyer fabricated replacements.

Alongside the Militaire was another four cylinder bike, a Henderson. "Now that one I like," – Moyer said. "it's a fine handling machine."

Does a motorcycle restoration at Harrah's take much time? "Not for labor," according to Moyer. "But to get the parts, like the gas tank here (referring to the Militaire) – that takes time. I'm still waiting for it."

Moyer obviously enjoys trying out the machines he works on, and this is not unusual at Harrah's. All restored vehicles must be in working order and properly adjusted for operation.

In this report on motorcycles at Harrah's, it seems proper to say that, although motorcycles are but a small part of the Collection, the number of bikes displayed will steadily increase now that Moyer is devoting his full attention to them.

It should be noted that Harrah's welcomes visits from clubs, and prepares special tours for them. Write to Gene Tarnowsky for information. Motorcycle clubs, here is a good tour destination.

To conclude without mentioning the guard would not be right. The guard mans the ticket office and is the first Harrah's employee one meets. Here is how he greeted us.

"Are you the fella on the bike?"

Answer affirmative.

"Well, push it in through the gate over here and park it next to that red car. That way I can keep an eye on it."

"And you can put your helmets in my International over there – you won't want to carry those around inside."

The guard's name is Gregory Kolb. He's been at his post seven years, and you know with people like that up front, Harrah's is an all right place.

## "TWO STROKES UNFAIR"

By Bill Blakeslee

Big banger enthusiasts hang in there. Ducati's promised 450cc thumpers are now at the distributors at least. As mentioned earlier it's an overgrown 350.

Weighing in at 312 pounds, it keeps its lightweight feel. Judging performance is difficult without elaborate equipment but a brief ride is enough to ascertain that there is torque connected to the throttle cable. Indeed, opening the first fraction of the throttle feels like being kicked solidly in the seat by a big spring.

Next sensation is the willingness of the engine to rev freely and the narrow gap between gears which seemed to make shifting unnecessary. But you do it anyway because it's fun.

Two variations on the theme are offered. One leans to the roadracer image. Long low tank, flat bars and short forks all contribute. This model also uses the desmo head, which is definitely exotic and goes well with the overall trend.

An immediately familiar feeling is noticed when first sitting on the scrambler type model. It feels like a fun, general purpose bike would after you lived with it a few years. It doesn't feel sophisticated like the roadracer type but goes nearly as well and inspires courage to play Dave Bickers.

In the back of Bob Blair's place is something even more interesting. One hopes it's a hint of things to come. A scrambler type sits there, 37 pounds lighter than when it had its lights and other superfluous stuff. They insist it weighs 275 pounds – and that's not a bad beginning. The head is also off...waiting for the desmo version! This tied together with Ducati's recent win in Baja could make some mighty interesting conjecture.

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# Woods Nips Bast's Chance To Sweep At Fairgrounds

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, Sept. 5, 1969 – Steve Bast had everything going for him Friday night as he looked impossible to beat and looked a cinch to win all his races. With the six-man handicap heats, Steve was the only 50-yard man to place in the Handicap Semi's as he topped his heat and came back to repeat his win in the semi. He won the match race over Woods

It looked like it was going to be Steve Bast's night to pull the big one until the Scratch Semi where Steve got a beautiful start off the line and was first into the corner, but Woods seemed more determined than ever as he stormed into the corner in beautiful shape and passed Bast coming out to take the lead and hold it to the end of the race.

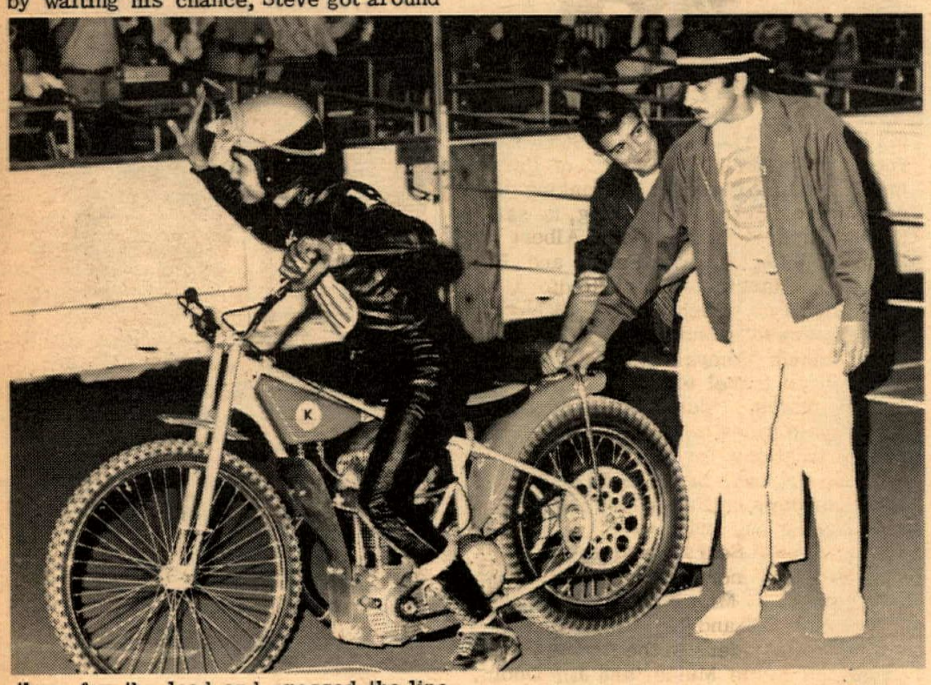
The handicap main event was touch and go for Steve at first as Bill Cody and Jim Doron were battling for the lead, but by waiting his chance, Steve got around them for the lead and crossed the line for the checkered flag followed by Jim Doron, Bill Cody, Mike Konle, Mike Bast and Norm Elledge.

Typical of this season's action; a Rick Woods-Steve Bast duel.

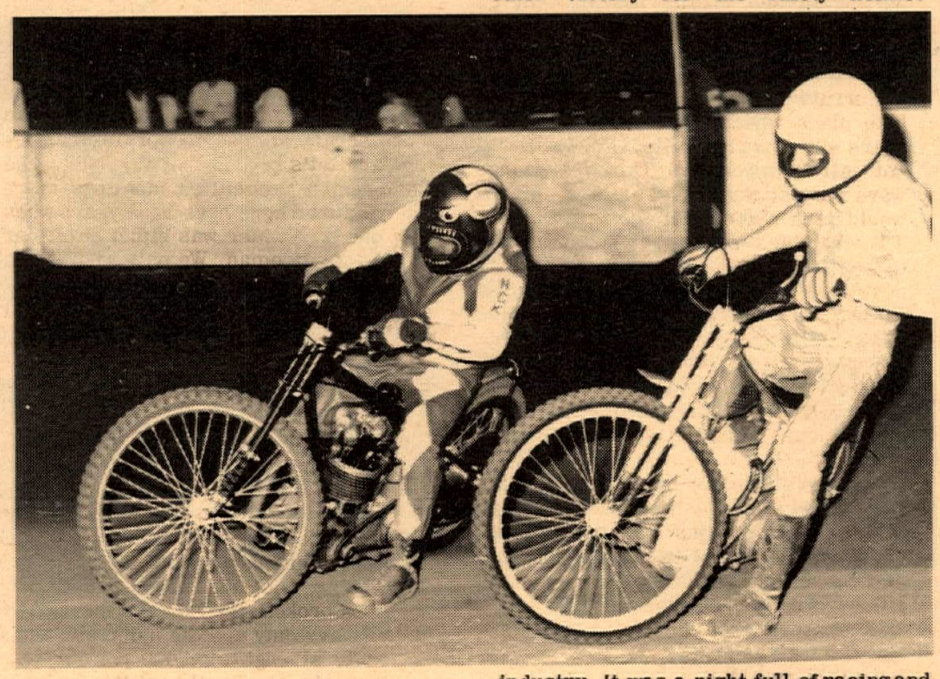
The Scratch Main was the one everyone was waiting for as Woods and Bast again lined up to do battle and the crowd could feel the tension as they both wheeled to the line and the fans knew that they could expect a knock-down-drag-out race and when the flag was dropped, that is just what it turned into. Woods took the lead and with Steve Bast running in second, Larry Heinselman, Great Bear Racing Teams knight in patriotic armor was moving up for his chance at the glory as he moved up behind Steve. Larry was able to keep Mike Bast behind him for the entire race and keep the third spot for himself even if he couldn't move past Steve.

The only bad accident of the evening was in the second event when Bruce Haserot went down in the first corner and a following riders' footpeg caught him in the back of the helmet. As he was a little woosy, he was taken to the hospital for a check-up and released, another victory for the safety helmet industry. It was a night full of racing and excitement and it will be there every Friday night!

(Results on page 20)



Sonny Nutter makes friends in the stands while his crew gets ready to light up the big Jap



Dennis (Mouse) Gildenhaus and his super-potent, Victor powered speedway bike head Rick Woods.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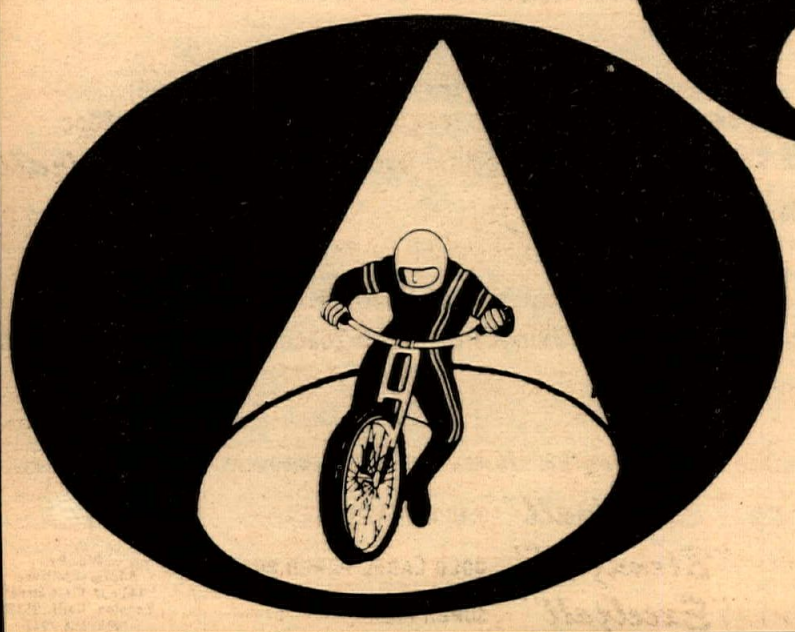

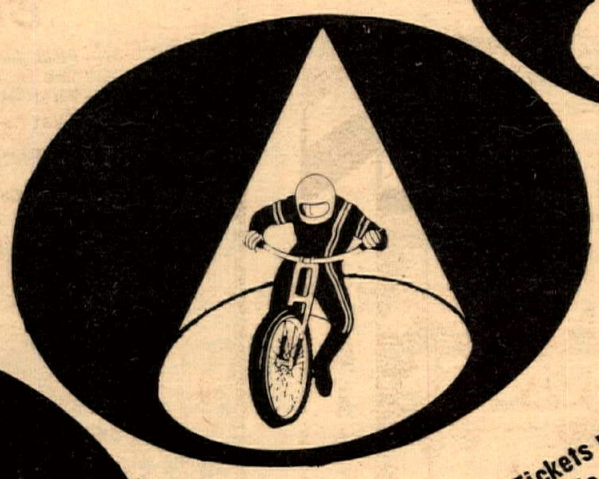

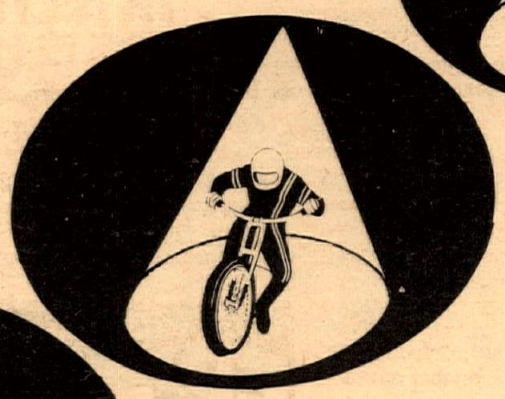

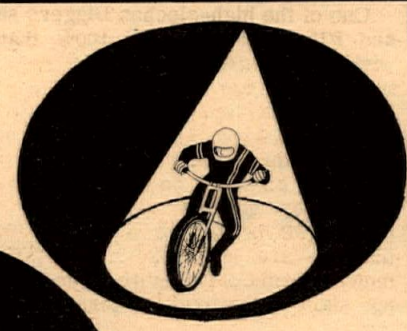

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# Scramblin' Around

By Maureen Lee

We have some happy things to announce in our column this week. First, we know that all scramblers all wish all happiness to Kirk McDowell and his bride Linda. They were married August 31st in Riverside. Kirk, who lost the number one plate to Steve Scott a couple of years ago by a whisker and then won it on a 100cc bike has been one of the best representatives of our sport. Motorcycles are an important part of his life, but after he won that number one plate he was sensible enough not to let them interfere with college and creating a career for himself so he then rode just when he could really spare the time. We hope, when they are settled, to see him back out again and maybe Linda could be persuaded into the Powder Puff class.

## CORRIGANVILLE

Hurray! Corriganville will once again take place where it was hatched, eleven years ago: Corriganville. (No, I still will not call it Hopetown.) This year things were very sticky indeed as to whether it would take place after the Dirt Diggers TT scrambles were scratched from that location and held at San Clemente. And next year...? who knows, but for this year it will be back to the old stomping grounds. Entries will be done a little differently. If you rode last year you will receive two entry forms in the mail and forms will be available at other locations such as the District 37 Sports Committee meeting.

Now this doesn't mean it's "invitational" but after the hullabaloo this year the Diggers are just about broke and cannot afford to pay for those expensive newspaper entry forms. If you want to ride you'll still be able to find a form. Entries open Midnight, September 18th by postmark as always. Get your form in too early and it will be put back and if you're entering the crowded classes like 100 or 250cc Novice this could lose you a place as there are only limited entries for safety's sake.

One of the high-elechon Diggers says, and I'll agree with him 100%, that he wishes scramblers would get more entries in earlier to get better starting positions on the front two lines. Over recent years it's always the desert boys who get the largest share of the good positions and only because they get off the sofa and get their entries in right on the dot. Maybe they're more point hungry than we are but those front positions mean a lot at Corriganville when the pile-ups start on the first few turns!

## SEARS DOES CARE

A lot of you big bore riders have noticed those marvelous Carlisle tires a lot of us tiddlers use on our bikes. They are really neat but bike shops don't carry big sizes. Somebody does and that is Sears and Roebuck. We have one now on the front end of the family Greeves for Class C traction situations. They come in 3.25 and 3.50. 19 for $19.95 from the catalog store and the part number on our bill is 28 G 94764C.

## ODDS 'N' ENDS

Larry Taylor tried to ride at Huntington Beach but still ouchs too much... Willie Hockie who rides very seriously when he rides but doesn't campaign hard for that number one plate is spending his vacation flying around the country with a buddy in a vintage World War II fighter plane, both guys wearing leather "Snoopy" flying helmets!...John Rice almost did himself out of his European trip by getting pranged by Jim Connolly at the Ascot Motocross, it felt like a broken arm by X-rays show it isn't...a lot of good equipment got mangled on that drop off the crash wall there...Dave Aldana said he'd sure like to come out to Perris once in a while and ride a scramble but he's just too busy...with the record he's built up this year all in District 37 are proud of you, David and it wouldn't be worth getting hurt at a Sporting event just before a National, however much as we'd like to see you back again!

It won't be long before District elections come up for officers and the Competition Committee, so please clubs, start thinking about who you'd like to see represent you. This past year we've had more scrambles people working than before and let's keep it that way. Makes the Competition Committee meetings more interesting! There have been years when only one scrambler was either an officer or a committeeman. We only wish it was "kosher" to make some recommendations in print for nominations but it ain't. Oh well.

## TIE DOWN FROM ARAGON

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# Paramount Pictures Flic On Cycle Racing

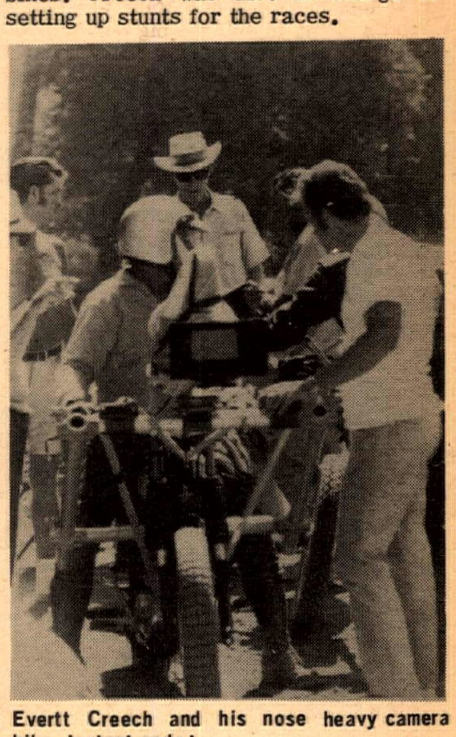
Is that Cecil B. DeMille or Gary Nixon in the director's chair?

MT. VIEW, CAL., Aug. 26, 1969 – At a recent scrambles Al Shapiro of Paramount Studios revealed the making of a new movie. Motorcycle racing, he said, is the subject of producer Albert S. Ruddy's film, "Little Fause and Big Halsey", starring Robert Redford as "Big Halsey", Michael J. Pollard as "Little Fause", and Lauren Hutton as their female companion. In the story, these three travel together all over the United States, "doing their thing at motorcycle races".

The locations for the shooting have been in Arizona, in the Mojave desert, Uvas Meadows on Hall's ranch near Gilroy, California, and the final sequences will be shot at Sears Point International Raceway just north of San Francisco during the 125 Mile National Road Race on September 6 and 7.

Among the riders in the film are such names as Eddie Mulder and Jim Odom. At the Uvas Meadows sequence, Odom himself chose the twenty riders to be used, including Al Kenyon for specialty stunts. Other local names are Hayward's M.C. president, Rich Lopez, Palo Alto M.C. referee, Bob Scally, Hal Kenyon, Billie Morgan, Dave Harris, Matt Faulkner, John Gennai, and some 350 extras that were needed to make the race. These riders challenge a difficult but natural motocross; up hills, in between trees, down through a dry wash, under a low hanging tree branch, and through mud and water hazards.

Everett Creech tried to capture the real feeling of the races – bumps and all – by taking action shots from his camera bikes. Creech was also in charge of setting up stunts for the races.



Evertt Creech and his nose heavy camera bike. Instant endo!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# ★ Lacher Wins Ascot Half-Mile ★

By Maureen Lee

GARDENA, CALIF. Sept. 5th, 1969– Mel Lacher on his Harley-Davidson continued his winning streak by making it four trophy dashes in a row Friday night and also taking the Amateur-Expert Main, and setting the fastest qualifying time.

Once again, due to the fact that Nationals were scheduled in other parts of the country the turn-out of riders was small, necessitating running the Amateurs and Experts together.

The Trophy Dash saw Lacher, Paul Conserriere, Ron Kruseman and Eddie Wirth come to the line with Kruseman giving Lacher the strongest challenge on his Norton.

The Novices put on a good show for the fans, with "Flying Freddie" Edwards on his K & N Yamaha really flying. Edwards took the lead early and never lost it but the group behind him put up a tussle. Ted Longwith (Kawasaki) held down second for a while but lost it to Chuck Hart (Harley-Davidson) and then slipped back to fourth place behind Randy Ellis on a Bultaco. Ellis really had a drive going to get Hart but almost came off in the South turn once losing valuable seconds.

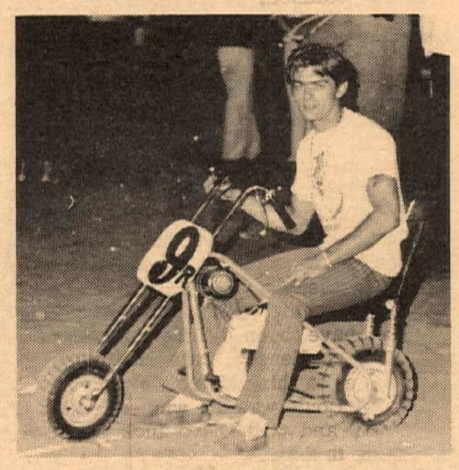
The stands were full of opinions as to who would win the Expert Main as with that line-up, anything was possible. By the fourth lap Lacher was out front with Triumph-mounted Lloyd Houchins in second. These two places were not to change but behind things were getting shifted around.

Eddie Wirth (BSA) was hanging onto third with Ron Kruseman (Triumph) eager to take the spot away from him and right behind was the little tiger, Shorty Seabourne (BSA), driving hard. Finally Seabourne took over the fourth place putting Kruseman ahead of Keith Mashburn on a Triumph. Up front Houchins was trying hard but just couldn't make it up to the big Harley, and it was a triumphant Lacher still ahead at the end.

(Results on page 20)

Lloyd Houchins digs up some of the Ascot clay on his way to a second place behind Mel Lacher.

Third place man Eddie Wirth, BSA number 84 leads Ron Kruseman as he warms up to a TT win the following night.



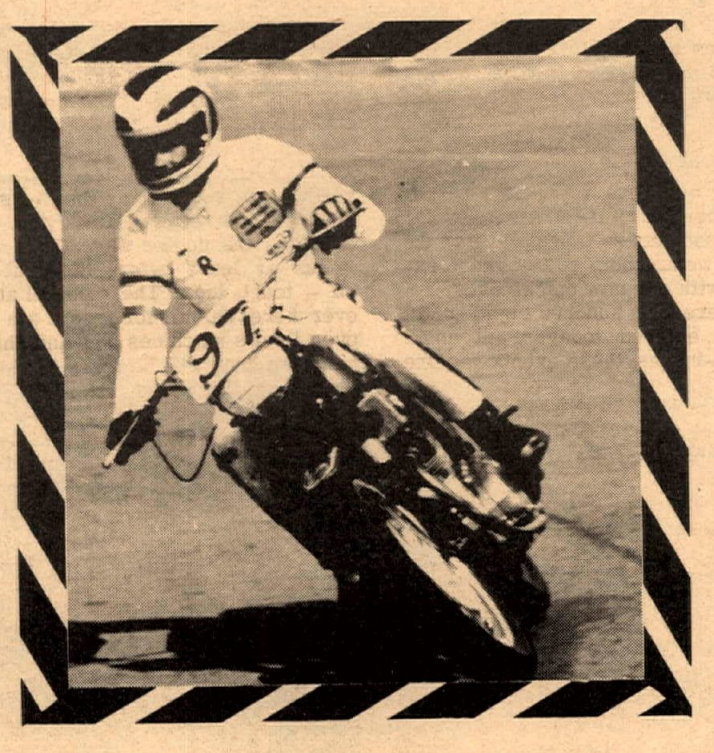
Paul Conserriere tries on a Mini Chopper.

## TEAM SPEEDS FIRST-AID

International Racing Radio Crew announces a new Communications Team formed to speed first-aid for races. With stations at predetermined danger points, the team's communications network is able to move first-aid personnel immediately to an accident. Members of the team have experience working with several A.M.A. and F.I.M. affiliated clubs. Interested clubs may contact Grady Lafferty at (805) 526-3972 for further information.


BSA WINNING WAY

San Jose Half-Mile
Sept. 1, 1969
Expert Main
1st Jim Rice – BSA
3rd Dallas Baker – BSA



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August 31, 1969
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1st OVERALL
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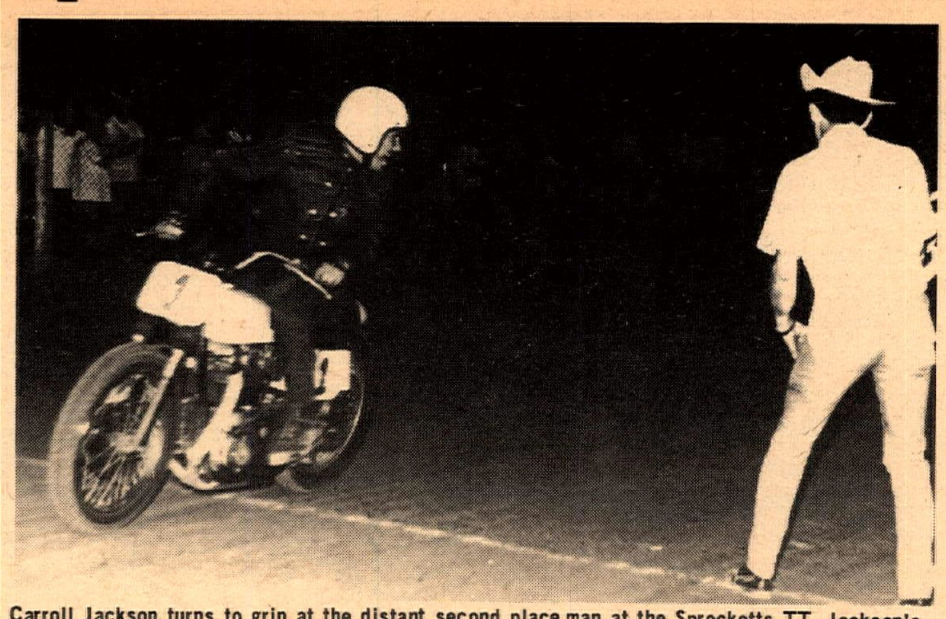
# Sprocketts Wheel To Wheel All The Way



Carroll Jackson turns to grin at the distant second place man at the Sprocketts TT. Jackson's BSA won the Open Expert class.

By Jack Light

BAKERSIFLE, CALIF., Aug. 23, 1969 – Wheel to wheel all the way, 250 Experts Mike Middleton (Bul) and Randy Smith (Suzuki) fought the hottest contest of the night at Bakersfied. Mike, Randy, and Ken Hale (also Bul) rode as one throughout the race, with Ken seeking an opening to burst through the other two riders.

Expert Ron Toby, repeating last night's win in Hanford, had Frank Rosebury hot in pursuit for the entire 125 Amateur and Expert. It is hard to understand just how these 125 machines make the time that they do, but those who know Ron and Frank's abilities realize that these boys come to race, and race they do. Steve Salyer and his Bridgestone bested Rick Keed in the 175-200 Novice go around.

The Experts Roy Spiker and Frank Rosebury on their Bultacos, led the way for the Amateurs, Adam Pollak and newly advanced Art Carter, in the 175-200 Combined. The 250 Novice found Chet Burt, Bruce Williams, and Ed of the racing Colboys finishing in this order with their Buls. Leonard Reed, fresh from a win in Hanford last night, was able to fight off the hard charging Tom Church and his new Ossa, with Dan Colby following closely in the 250 Amateur. This was anyone's race for the entire distance.

Mike Spangler's Maico proved to be just the right mount to nose out Norm McKenzie and his borrowed Husky in the 350-500 Novice class. To continue in the big bike classes, the Open Novice was won by Jim Lynch, followed by Alan Hayden and Myron Kitchen, Triumph and BSA mounted. The Open Amateur saw Louie Wood again the victor, with back to back wins in Hanford last night. After a confusing restart, Stan Sibley jumped into the lead. (If Sibley's Bul had not broken a ring, the result of the race might have been different.) These two racers challenged Dale Medford's excellence on his Maico. When the dust settled, Louie was the winner, with Dale second, and with hard luck guy, Stan, limping in third.

The evenings activities started out with an unfortunate accident when Starter Memo Varella was struck by a motorcycle during practice. Reports available indicate that he is in good shape but will be laid up for awhile. We should express our appreciation to the starters, flagmen and other crewmen who are often in the line of fire.

Carroll Jackson and his Number 1 BSA enjoyed the taste of victory last night in Hanford, and decided to go for seconds. He might have had no trouble at all, if it had not been for a well known Number 32 backed up by Sid Payne and Bob Leppek's Triumph, and another hot-shoe Darrell McCaully on a Beeza to keep him plenty busy maintaining the lead. But if these expert riders were not worthy of their class, disaster might have struck. These speedsters know exactly what they are doing at all times – no room for error here – and certainly no place for a beginner. These guys play for keeps.

If awards were given for Sportsmanship, Steve Baker would have been the recipient tonight. With no apparent thought of his own safety, he chose to ride over the high side to avoid hitting a fallen rider. Luckily he was not injured, but the bike was in no condition to continue. This type of action is not uncommon in this sport, but it does take a real man to deliberately crash to insure the safety of others.

(Results on page 20)

This must be that factory Yamaha "Four" that we have heard about.

# Paul Harber And Jim Wilson In England

By Jim Wilson

SUNDAY, August 17th – Paul and I did a tad better today as the track was a real fun course, and more to our liking. This course is called Ramsden Heath and is about thirty miles from the Little Waltham Inn where we are staying. The start was uphill (though not as steep as Saddleback). They used a starting wire as they did at our previous race.

I missed quite a few shifts today. A.C.U. rules require that we wear high boots and I'm not used to them. I can't feel the shift lever as with my regular boots. Then the new Greeves Griffons shift down for low while the machines we rode in the States shifted up for low. In the heat of close competition I don't always remember this and then sometimes my boot doesn't seem to find the lever, but we are both getting more experienced with our new machines.

There were one hundred eighty-eight contestants entered today. Paul and I were write-ins as these events require that the riders send in entries several weeks in advance. They have a complete program printed up with all riders names, numbers, size and make of machine, town they are from, and club which they represent listed. There were nineteen sidecars registered today.

The first event was All-comers to 250cc. (Experts and Juniors riding together in all of these meets) with about thirty riders per heat, three heats. Paul placed sixth in heat 2 and I was second in heat 3. In the final of this event Paul placed eleventh and I was in fifth place.

Event two was the 300-442cc. Solo Eastern Centre Championship. Paul placed fifth in heat 1 of thirty-one riders. I was sixth in heat 2 of thirty-one riders. In the final of thirty riders I placed eighth. Paul broke a shift lever and didn't finish.

Event four was for Allcomers up to 1,000cc, five heats, thirty riders per heat. I finished second in heat 3 and fifth in the final event. This makes us happy as Mr. Cobb of the Greeves Factory has promised us a days free practice at Halstead Track when we place fifth or better in any final event. This costs five pounds per day here to use the track ($12.00).

Wednesday, August 20th – Tomorrow we are to practice at Halstead. John Pease from the Greeves Factory is having a weeks holiday and he is coming to the track to ride with us. The Factory has given us eight gallons of gas. This should last quite awhile as place to practice other than at a track are nonexistent.

Thursday, August 21st – Today at Wakes Colne near Halstead where we were practicing Paul crashed running in fourth gear and fractured both bones of his right wrist. The track was rock hard and dry except for some small sections. We had been riding both directions as we were the only riders on the course and we needed more variety as the courses over here go both ways. Paul's arm is in a cast and the doctor says three or four weeks at least before the cast comes off – tough luck! The medical attention over here was all for free. I am to take over Paul's machines now and ship mine home so they will be there to ride when I return to the States.

Monday, August 25th – Yesterday we raced at a track called Wattisfield Hall between Burry and St. Edmonds about eight miles out of Diss. The meet was sponsored by Diss and District Motor Cycle Club. Paul's racing was confined to the pits due to his getting off his machine before stopping last Thursday.

The course had many tight corners and bumpy sections plus fourth gear jumps. I ran in three heat races and three final events. I passed one rider in mid air coming off a jump. Then I thought about staying in one piece and cooled things a bit.

Event 1 was the Eastern Centre Championship Round for machines up to 250cc, three heats, thirty six riders per heat and thirty-six in the final. I placed fifth in heat 1 and sixth in the final event overall.

Event 5 was Allcomers up to 1,000cc for the Derry Preston-Cobb Cup and the Ernie Austin Cup. The Ernie Austin Cup is a Perpetual Trophy on which the winner's name is engraved. He also receives a smaller cup. There were one hundred and sixty one entries in this race, five heats, with thirty five in the final. I finished sixth in the fifth heat and eighth overall in the final. This was also first Junior. I received the Ernie Austin Cup (about 18" high) and a smaller cup to keep. Of course I had to give the big cup back as they aren't about to let that much metal get out of England. Also for all of this I won 2 pounds-10 shillings or six big dollars!

Last night I went to bed at eight thirty. I gave them the best I could and was really tired. Again I say they have a lot of hard riding people over here. They are most friendly and will bend over backwards to help you but they are all business on the track.

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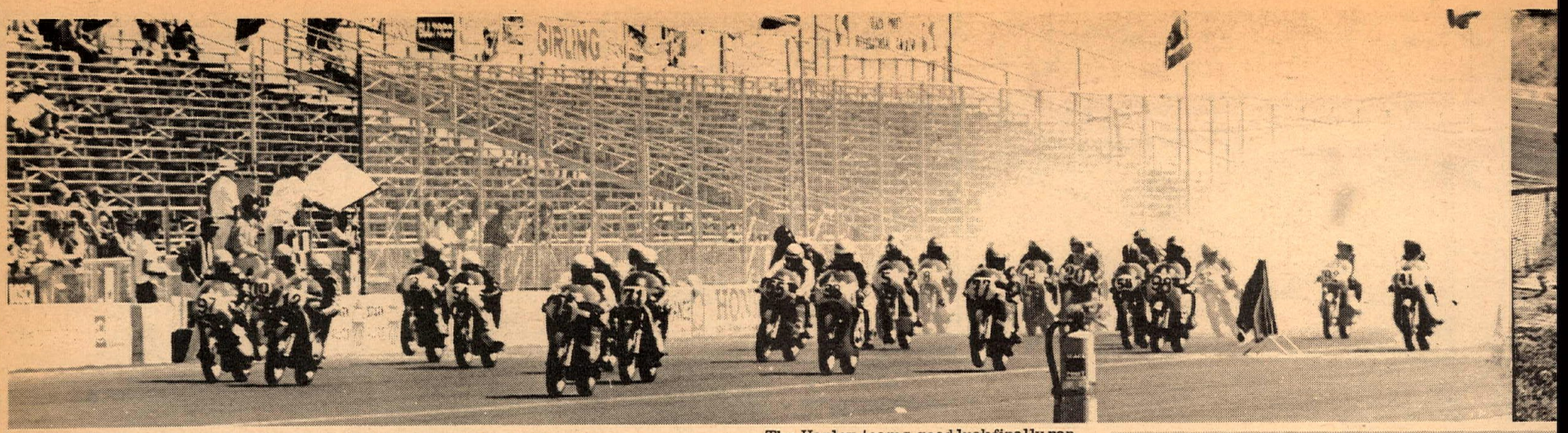


Sunday's 125 Mile National gets underway. Cal (25) Rayborn led the first five laps.

# 125 MILE N
# SEARS SEAI
# POINT Interna

By Dewitt Thuett
Photos by D. Greene and E. Raits

SEARS POINT, CAL., Sept. 6, 7, 1969 – AMA national road racing returned to the West Coast for the first time in three years and it looks like the new Sears Point Raceway is just what the doctor ordered.

The 2.5 mile track, located on the north edge of San Francisco Bay, hosted the best in road racing last weekend and enough happenings took place to fill a book.

Suzuki, which had been chasing Harley-Davidson all year long in national pavement races, put everything together this time and won their first national title in the professional ranks.

Second year expert Art Baumann gave the more than 20,000 Bay area fans a show in the 125 mile final. The favored Cal Rayborn led the first five laps before being passed by Baumann who was never to lose the lead.

The 50 lap national final hosted all of the factory teams with Suzuki now becoming the first Japanese machine to win a big bore national in the USA. It was also the first time since 1967 that a 500cc machine has won a national road race. It was also the first national win for Baumann who jumped from the Yamaha team this year to the Suzuki brand.

Rayborn dropped out of the race running in second place about fourteen seconds back of Baumann on the 17th lap. From that point on it was Baumann and the Suzuki breezing along with the race reverting to second through tenth place.

The two qualifying heat races saw Rayborn the winner of one and Yamaha mounted Ralph White on a private entry the winner of the other. White's win was the first by a private entry over the various team riders in many an outing. White dropped out of the final with engine troubles on the 14th lap running in fourth position.

Rulon Gulbranson and Dean Hummer did the expected; they won going away and took the best part of the $600 purse.

Effervescent Gatorade (or something) was shared by Saturday's top three: Yvon Duhamel, Ron Pierce, and Art Baumann.

The Harley teams good luck finally ran out on all but one rider. Rayborn, Mark Brelsford and Jimmy Odom all dropped by the wayside during the event. That is, all but Markel who crashed in practice, was carried to the starting line for the heat race and did not come to the line for the final.

H-D lost the services of Walt Fulton a week earlier when he crashed hard in a Canadian road race (Mossport) and was replaced by Odom who rode a surprisingly good race before his engine quit.

The good luck for Harley came to Mert Lawwill who finished fourth. This gave Mert a stretch on the national points over Rayborn that may be unbeatable with only three more national races remaining on the schedule this year. All are on the dirt.

Roger Reiman returned to cycle racing and placed third for the best showing by the brand that has dominated big bore racing the past two years.

Yamaha 350 honors went to first year expert Ron Pierce who finished second to Baumann. Yamaha dominated the top ten places on Sunday with five riders inside the select group.

Suzuki nearly scored a 1-2 finish with Ron Grant, Baumann's teammate, running in a strong second until the 28th lap. Grant had taken over second when Rayborn dropped out but engine troubles forced him to the pits. Pierce then moved into second and held it to the finish by about a third of a lap over Reiman.

Ninety degree cloudless weather greeted the fans and riders and the track heat was estimated at 105 degrees. Chuck Palmgren, the Triumph team hope, pulled out of the race due to the heat while running in seventh on the 34th lap.

Canadian Yvaon Duhamel had his troubles but came from the back to finish in 8th place. Yvon crashed in practice on Friday, crashed again with a seized engine in the heat race on Sunday, and borrowed spare parts from Dan Vesco to make the final. Then Duhamel fouled his sparkplugs on the first lap, pitted, changed plugs and came from nearly two laps off the pace to finish in the top ten.

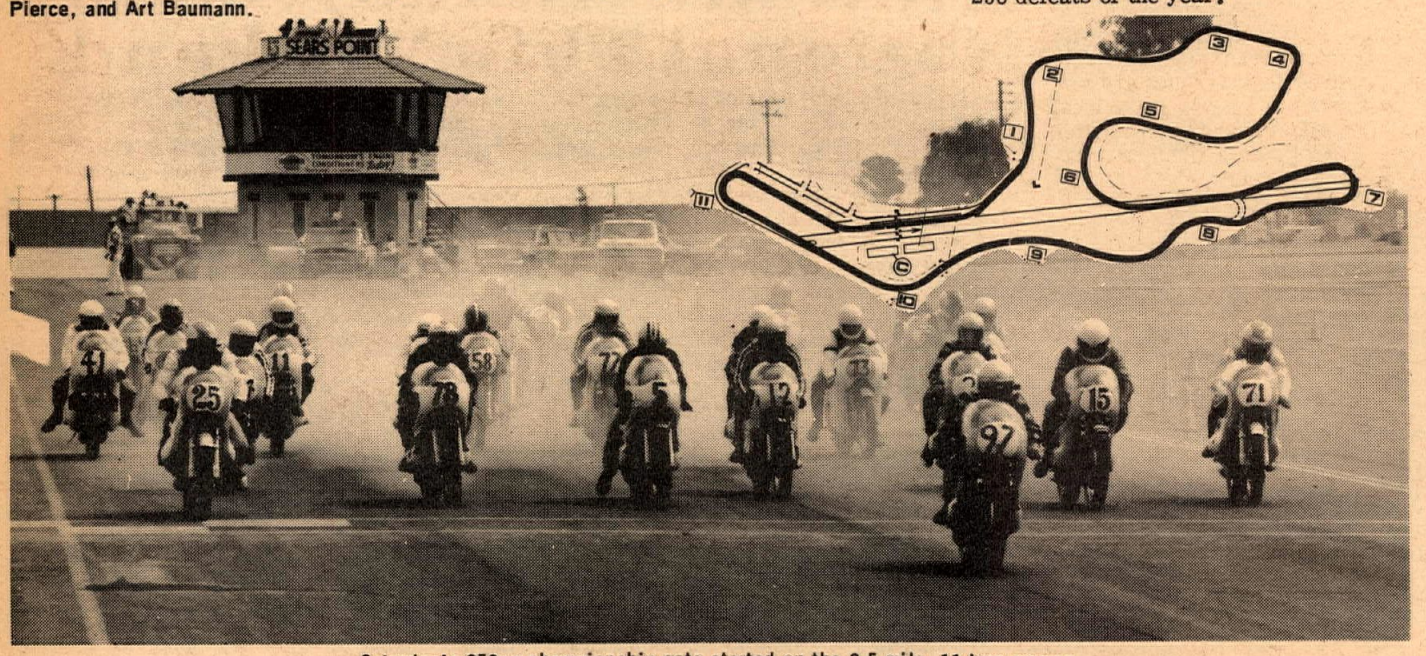
Factory team riders and machines again dominated the national with rookie Tom Rockwood the first privateer across the finish line in sixth place aboard the Mel Dinesen Yamaha 350.

Baumann and Pierce were the two riders with the best averages in the two day event. Yamaha again swept the 250 class final, taking seven of the first ten places with factory and private entries.

Pierce, a member of the American Yamaha factory team, scored his first major win this year by leading the 250 final from wire to wire. Duhamel chased all the way but had to settle for second in both the heat and the final for his first 250 defeats of the year.

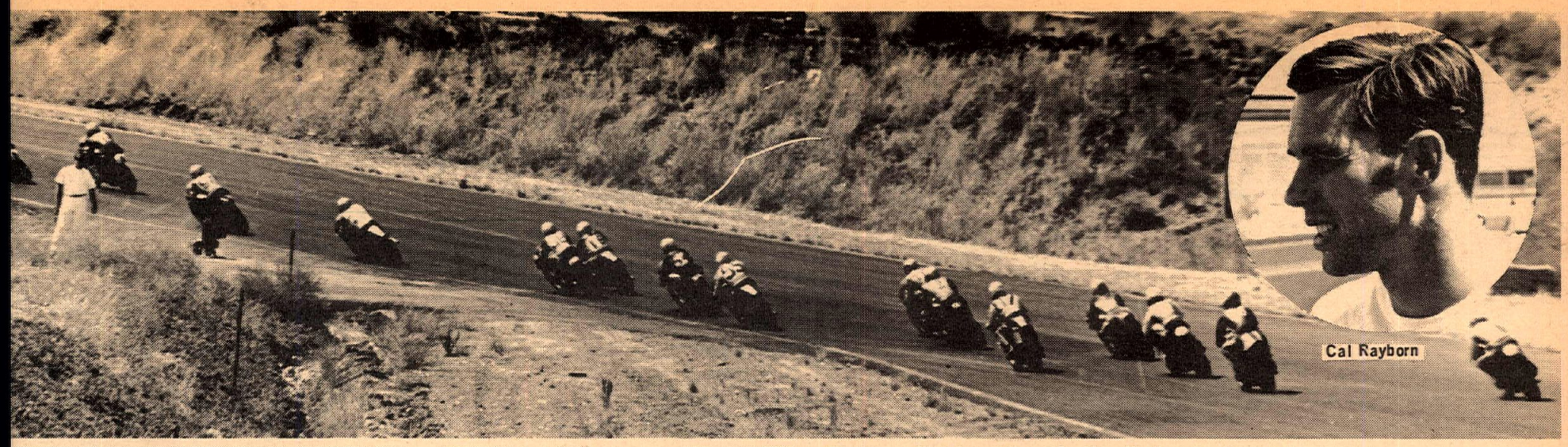
Michael J. Pollard

Art Baumann, 500

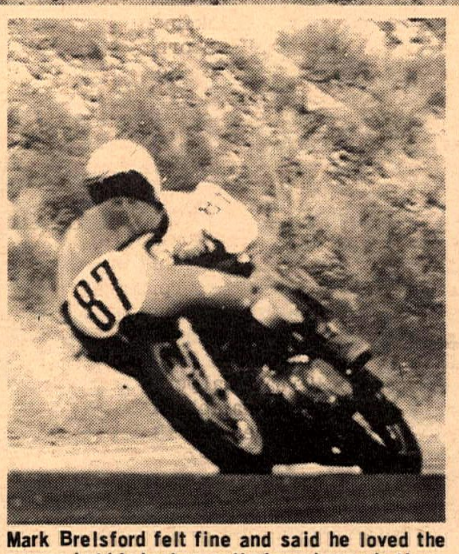



Saturday's 250cc championship gets started on the 2.5 mile, 11 turn course.

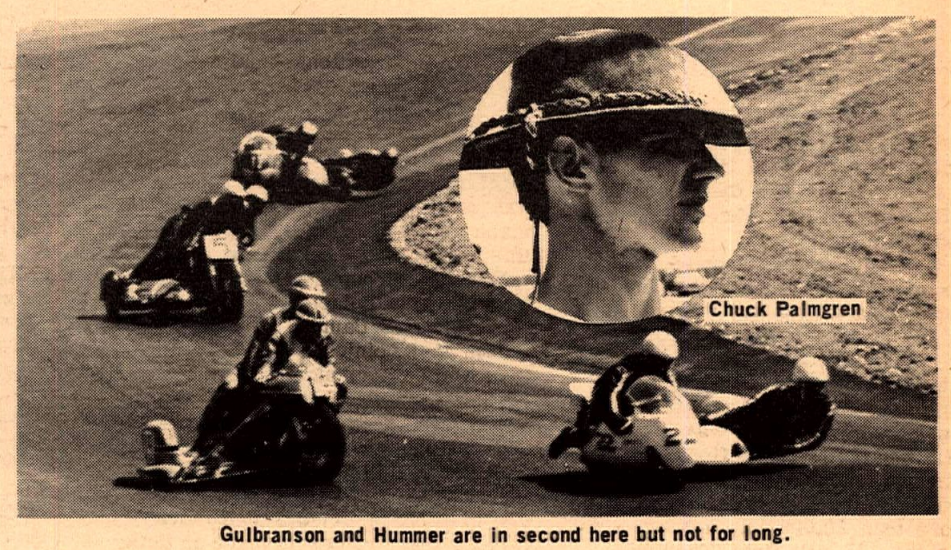
Top, Yvon (5) Duhame
left, champagne showers
when you're tired, the e




First turn, first lap of the 125 miler. Rayborn is already out of sight and eventual winner Art Baumann leads the rest of the pack.



Mark Brelsford felt fine and said he loved the course but his broken collarbone began bothering him and forced an early retirement from the race.




Gulbranson and Hummer are in second here but not for long.

Early action in Saturday's 250cc race. Baumann, 71, is about to catch Ralph (15) White for third place.

zuki.

TIONAL
S POINT
l Raceway

Art Baumann, on a team Kawasaki, edged by Ralph White on a private Yamaha in the final five laps to capture third place. Canadian Pete Kellond also had a good weekend with a fifth place finish in both the 250 and 125 national aboard Yamaha 250's and 350's. Rayborn backed up Baumann for Kawasaki with a 6th in the 250 race. Grant rode the lone Suzuki entry in for a seventh.

The 50 mile amateur race started as a two rider duel between Dave Bloom on a Yamaha from Michigan and Jimmy Dunn on a Suzuki from Washington. Dunn led the first three laps before being passed by Bloom. Bloom appeared to have it wrapped on his Yamaha 350 until he fell off on lap six. From that point on the pint-sized rider wheeled the team Suzuki with ease to his first win. The race was for second most of the way between veteran Jim Deehan and dirt tracker Don Castro.

Deehan also crashed late in the race with Castro, riding in his first road race, taking the Norm Lee Triumph into the winner's circle. Third went to Maryland's Mike Sponseller, also Triumph mounted.

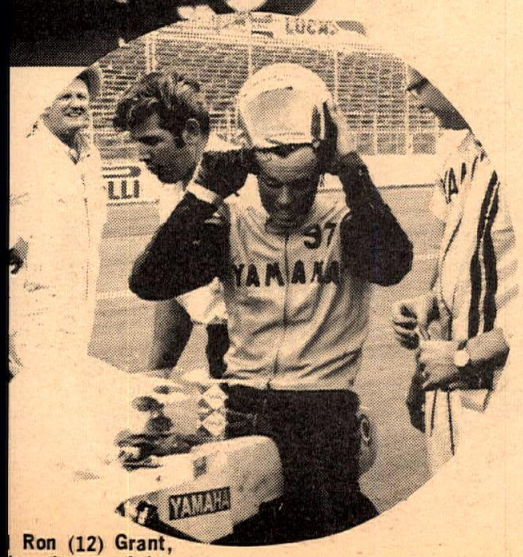
The sidehacks made their first appearance at a national road race, running two heats on Saturday and the final on Sunday. It was a runaway and strictly no-contest for the Harley team of Dean Hummer and Rulon Gulbranson.

The only mark on the entire weekend came early Sunday morning in practice when Markel, Gene Romero and amateur Lee Patterson became involved in a chain reaction type spill.

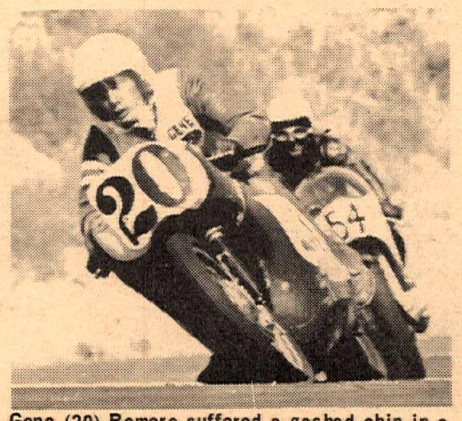
Markel nicked a haybale with his handlebar and fell taking the other two riders with him. Romero received over 30 stitches in his chin and returned to ride a fine race and finish in 9th.

Patterson, a veteran amateur from Fresno, received fatal injuries and was pronounced dead on arrival at the local hospital. Lee had twice finished better than 10th in the Daytona 100 mile amateur race in recent years.

(Results on page 20)



Ron (12) Grant, he winners, right, ome off too.



Gene (20) Romero suffered a gashed chin in a pre-race accident but raced well to finish ninth.

# Eleventh Annual Sacto National This Weekend

The 11th annual running of the Sacramento mile takes place on September 14th. The track has long been one of the best prepared and smoothest ovals in cycle racing. The viewing from the grandstand with the roof is excellent, fans can see every turn of the wheel.

Mert Lawwill and Bart Markel are the only two former winners entered this year. Gary Nixon may come west to watch from the sidelines with his broken leg. Nine of the previous ten wins have gone to the Harley-Davidson riders. Gary Nixon and his Triumph 500 is the only combination to break the string and he did it in record time in '64.

Only two Californian's, Lawwill ('65) and Joe Leonard ('61) have ever beaten the eastern riders. Only two eastern amateurs, Chuck Palmgren and Dick Rosswurm have ever defeated the California amateurs for the yellow plate win. Rosswurm did it in '59 and Palmgren in '64. Dick was on a Harley, Palmgren was riding a spare belonging to Nixon.

One of the most amazing aspects of the Sacramento event is that it is held on what is known as a "Still" date. No state fair, no other added attractions to help draw fans. Yet, each year the attendance climbs to new records.

The past few years the rumor has been that it is the last year for the race. Until now it was not true, not it is true. The grounds have been sold and a new Fairgrounds has been built on the otherside of town.

People have been known to travel over 2,000 miles for the Sacramento race. It will be no different this year as another record crowd of more than 25,000 is already assured. In fact, everything is assured except who will win the race. 75 Experts and 50 Amateurs are officially entered to answer that question.

Going into the Sac race on the basis of the three previous mile events this year it has to be rated as a wide open event. Harley, Triumph and BSA have each won one.

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Cont. From Page 4

mine, and begins heading straight toward me (obviously trying to see what I would do). He naturally drove me off the road and into the dirt. I suppose he thought this was some sort of gag.

The other problem that faces the motorcyclist is a more intricate one; one that requires some careful thinking to find a solution. It is that people just don't see motorcycles. I think it's a psychological thing. It's as if the fellow riding the bike just wasn't on the same highway as the car.

For example (and again this is from personal experience) I've found myself at a red light, waiting for it to change, so that I can move ahead. Across from me are some cars ready to make a left. They will invariably inch their way in, letting other cars go by until one lets them make their turn. If a bike is in front, on the other hand, they'll just plow left, completely oblivious to the existence of the motorcycle, and its occupant's own personal safety – or desires!

I feel there has to be a solution to this vehicular injustice. The nation has to be made safe for the motorcyclist!

As an intial step, I think cars should be provided with bumper stickers reading "THINK MOTORCYCLE". Perhaps this might have some sobering effects on other drivers and remind them that other types of movable transportation do exist.

Secondly, maybe our driving tests can become more demanding and restrictive. I think too many individuals are driving who are simply irresponsible and reckless (regardless of the vehicle). These types are dangerous enough for other cars, but what about to the persons riding the bikes who have absolutely nothing to protect them!

Finally, I think the general attitude toward the motorcyclists themselves should change. The fallacy that they are an inferior race, not fit to share the same crowded highways as the VW's have to be erradicated. Quite simply, the guy on the motor bike needs to be elevated to equal standing with other members of his community. Surely a society that is sophisticated enough to go to the moon, can give the poor motorcycle THE RIGHT OF WAY.

## SO YOU WANT TO BE A MOTORCYCLE MECHANIC?

Are you planning to be a motorcycle wrench-twister? Do you dream of someday working on Mel Lacher or someboyd's hot flat tracker at Ascot? An opportunity to get started in this field is offered at Rio Hondo Jr. College in Whittier, Cal.

Dave Lamoureux will be the instructor of a class in Small Engine Service, starting at the college September 11th. Dave works for Holman and Moody and brings fifteen years of experience on high performance engines to the twenty-week course.

"We've spent over a thousand dollars on engines for students to take apart and the facilities are fantastic. I know anyone who comes out to look us over will be pleased. Motorcycle shops are hurting for mechanics and this would be a fine way for a guy to get started in the business," Dave said.

Late registration will be Sept. 10 and 11th, 6 to 8:30 p.m. and there is a $3 fee. The class, 66A, will cover two and four-stroke engines, and will meet from 7-10 p.m. Tuesdays and Thursdays. Rio Hondo Jr. College is located at 3600 Workman Mill Road in Whittier, Calif. The telephone number is (213) 692-0921.

## MANN HEADS EARLY SACTO ENTRIES

SACRAMENTO, CALIF. – One of Northern California's all-time motorcycle racing greats, Dick Mann of Richmond, heads a list of six early entries for J.C. Agajanian's eleventh annual AMA 25-mile National Championship Motorcycle races at the old California State Fairgrounds in Sacramento on Sunday afternoon, Sept. 14th at 2:30 p.m.

Mann, the 1963 AMA Grand National champion rider, recently won his fifteenth and sixteenth national championship races of his career. The 35-year-old fulltime racer now ranks third behind Joe Leonard of San Jose and Bart Markel of Flint, Mich. in the amount of total national championship victories.

He has scored many of his wins on his BSA, including his T.T. victory at Peoria, Ill. last month.

Mann currently ranks seventh in AMA National point standings, and has a good chance at taking the title once again. Mert Lawwill of San Francisco currently leads the AMA point standings, in one of the closest races in years.

# Wirth Woos 'em At Ascot TT, Beats Skip And Eddie

By Maureen Lee

GARDENA, CALIF. Sept. 6, 1969 – Fans who think TT racing is the best kind of motorcycle racing around certainly weren't disappointed in the monthly go at Ascot. It was action all the way including all the preliminary heats.

Ted Longwith (ossa), a rider who is really starting to hum on the Gardena track really walked away with the first heat but lost the second one to Tod Sloan (Bultaco) after holding the lead for a while. Another pair with possibilities of the Novice win were John Hateley and Jim Raymond, both on Montesas. Hateley won his qualifying heat but Raymond wasn't far behind.

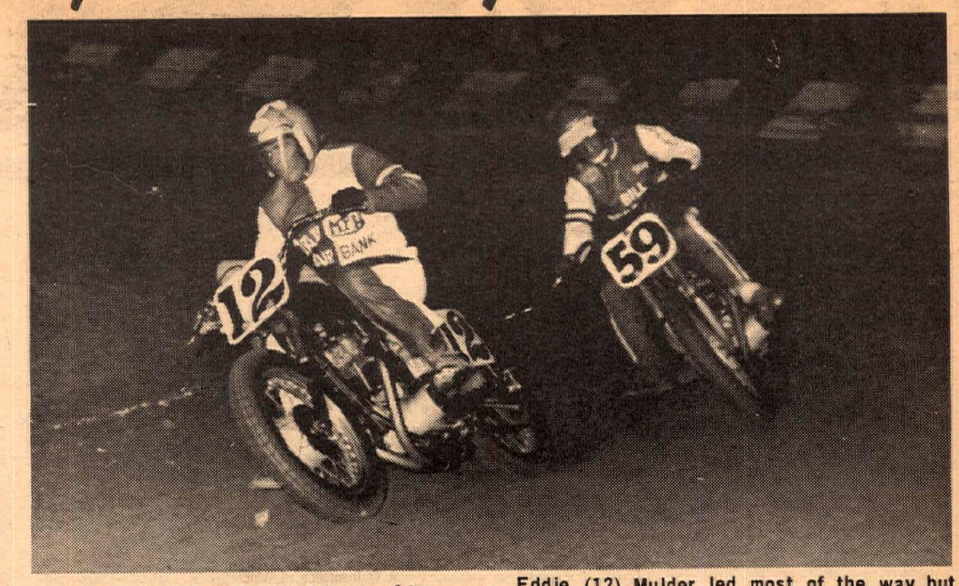
It was in this heat that Bill McDowell's troubles started and he must hold some kind of record of how many times you can fall off in a TT. He went down and lay there. The ambulance moved out to check him over but he got up re-mounted and made it back to the line after the race was black-flagged and earned himself a transfer position to the Main. In the Main he dumped it again, another black flag and another re-start and it was only a few minutes later than he was off again but this time for good. It was time to retire!

Eddie Mulder (Triumph) back from location on "Then Came Bronson" won his heat over Skip Van Leeuwen (Triumph), Eddie Wirth (BSA) and another BSA rider, Dallas Baker who was making it around the half-mile turn very quickly with his feet up!

In the Amateur division, David Aldana (BSA) took off like Jack the Bear, but Keith Mashburn and Bob Ferro both on Triumphs looked very fast. Ferro, who hasn't been back from Viet Nam very long is getting to be a real force to be reckoned with and he's about the only professional rider who still wears his Sportsman club colors, the Checkers, on the track. Steve Bast (Triumph) held the lead in his heat but Ben Fakkeldy took it away from him and although Bast tried, it was no go.

Eddie Mulder and Skip Van Leeuwen had set the fastest times with Mulder earning the pole for the Trophy Dash but neither would ride so the two alternates, both Amateurs, Mashburn and Aldana moved onto the line alongside Mike Haney and Jack Simmons (Norton). Haney and his Triumph ended up in the winners circle, followed in by Simmons, Mashburn and Aldana.

Ted Longwith on that potent Ossa took the Novice Main lead with John Hateley hot after him and the two put quite a bit of distance between themselves and the other riders. Disappointingly, Tod Sloan who has built up such a good Novice record this year, developed ignition troubles early and had to retire. What a race it would have been if he'd been up there with Hateley and Longwith. Harley-Davidson-mounted Tom Jones and Jim Raymond scrapped for third and fourth and then Hateley decided he could pass Longwith. Leaning into the turns it looked like he didn't lean quite far enough and his front wheel connected with Ossa's rear and down he went but he was still able to finish in third behind Jim Raymond.



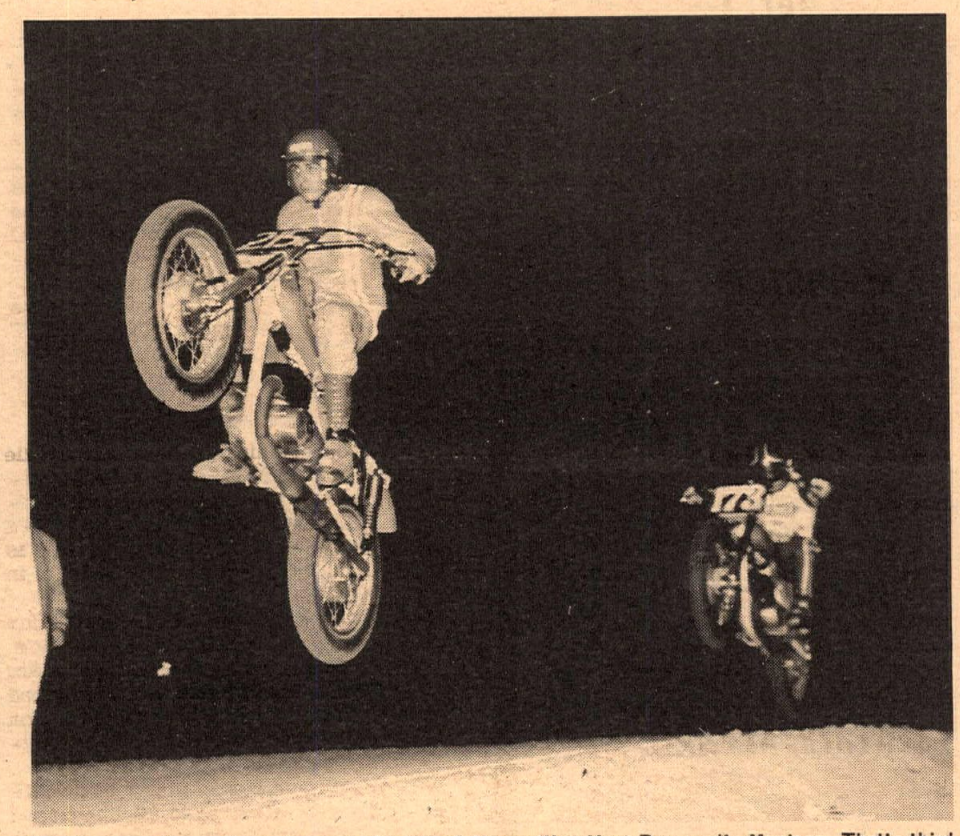
Eddie (12) Mulder led most of the way but Eddie Wirth zapped both Mulder and Skip (59) Van Leeuwen at the checkered.

It was Keith Mashburn who took the Amateur lead with Aldana right behind him. On the fourth lap Mashburn went wide and there went the BSA into first. Meanwhile Bob Ferro had been working at passing Wayne Hosaka (Triumph) and finally did, taking the third place spot when Hosaka goofed a bit on the first turn. Ben Fakkeldy was moving too and so was Steve Bast and they also passed Hosaka. Ferro was after Mashburn by now and nailed him on lap nine to end second over-all.

Jack Simmons' big Norton put him into turn one first but in the come the Expert Main and in the lake turns Eddie Mulder took over. It wasn't too long before Eddie Wirth was right on Mulder's rear wheel with Van Leeuwen chasing him followed by Mike Haney. On the sixth lap Wirth moved into the lead and Mulder appeared to be tiring, and a few laps later he moved over to let "The Flying Dutchman" by but he never lost his third place. The best little scrap of the race was between Bill Manley and Dusty Coppage on Triumphs with Jack Simmons for the fifth place spot. On the yellow flag lap Van Leeuwen really pulled up on Wirth but just couldn't make it when Wirth missed a shift coming out of the left-hander onto the half-mile, wobbled momentarily slowing Skip from making his full drive and probably making it a wheel to wheel finish.

If some of Skip's fans thought he was missing some of his usual sparkle that night, he was. He was riding a road bike on the Angeles Crest Highway in a bathing suit yet and unloaded! Get the picture? He showed some of the "ouches" and with a rueful little grin added, "Man, you should see the ones I can't show you! That jump killed me every time over."

(Results on page 20)



Here is your chance for a grease rack view of Jimmy (Hey You) Raymond's Montesa. That's third place John Hateley coming up behind second placer Raymond.

## OHIO PROMISES LARGEST AMA MOTOCROSS

Battle for a $2,100 purse will be fought by the nation's best motorcycle racers at the AMA Motocross on October 12 in Croton, Ohio. Not only will this race boast the largest AMA Motocross purse ever, but will set the stage for who will be the "Big Guns" in the Pro Motocross.

Highly skilled Sportsmen and Novice riders will have the opportunity to acquire professional motocross licenses and challenge the top stars. Expert and Amateur competition licenses are valid for the race, but Novice license owners must have their licenses endorsed by the AMA for the motocross on the basis of either (1) having been an Enduro rider, (2) having been classified as an Expert in Sportsmen scrambles competition, (3) having proof of two years active Sportsman scrambler competition, or (4) having recommendation of an AMA district official. All riders may obtain license applications by contacting the AMA or their AMA district referee immediately. Applications must be submitted before September 29.

The Ohio Motocross will feature classes 0-239 and 300-Open, which will be raced on the natural terrain at Moto-Park.

Riders planning to follow the Inter-Am series may find it convenient to journey on from Croton to Pepperell, Mass., the next week, then back to mid-Ohio the following week for the Ohio Inter-Am.

Those wanting further information may write to: Ohio Motocross, 119 Yorkshire Court, Elyria, Ohio 44935, or phone (216) 365-5070.

## NORRA CONTINGENCIES

Kawasaki is offering %5,000 to the first place finisher in Norra's Baja 1000 if the winner is riding a Kawasaki, and $500 to class winners if they are mounted on Kawasakis, according to Olie Hunt of Norra.

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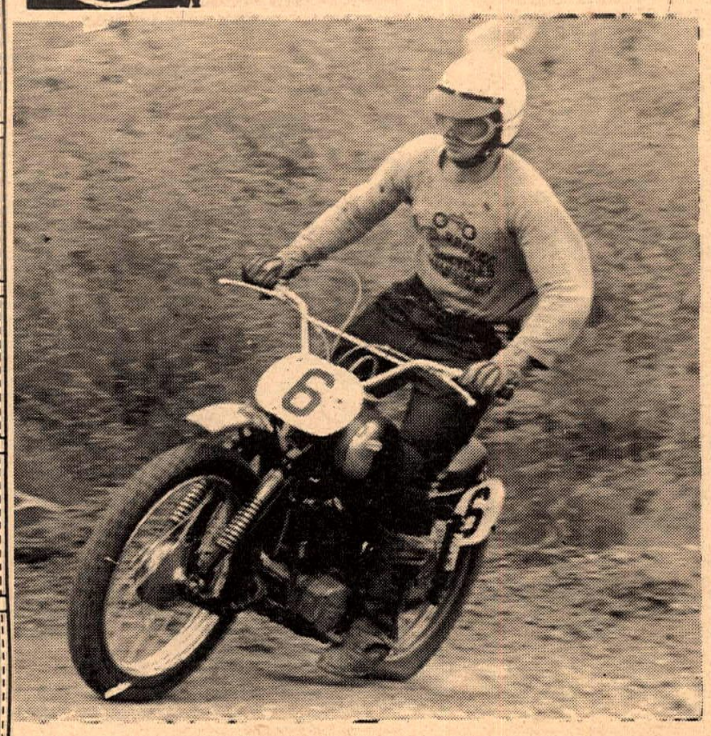

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100cc Class
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DIST. 37 DESERT LIGHTWEIGHT
Point Standings Thru Aug. 10, 1969
(Continued)

| No. | Name | Pts. | |
|---|---|---|---|
| 106. | Art Henery | 156 | N |
| 107. | Rick Hall | 154 | A |
| 107. | James Close | 154 | A |
| 108. | Mike Culwell | 153 | N |
| 109. | Don Memmott | 150 | N |
| 110. | Jerry Isacson | 150 | A |
| 111. | Bobby Ewing | 147 | N |
| 112. | Larry Green | 145 | N |
| 113. | Jim Lang | 145 | A |
| 114. | Don Ross | 135 | A |
| 115. | Ted Lapadakis | 135 | E |
| 116. | Mike Tillman | 135 | A |
| 117. | Doug Slumskie | 135 | A |
| 118. | Mitchell Miller | 134 | A |
| 119. | Richard Wright | 131 | N |
| 120. | Bob Dietz | 130 | N |
| 121. | Dennis Tooman | 127 | N |
| 122. | Max Melchert | 125 | A |
| 123. | Fred Priebe | 124 | N |
| 124. | Steve Bagnard | 120 | N |
| 125. | Chester Whelchel | 120 | N |
| 126. | Don Houser | 120 | E |
| 127. | John Stein | 120 | N |
| 128. | Ross Termin | 120 | A |
| 129. | Pat McGuire | 120 | E |
| 130. | John Bouyer | 113 | N |
| 131. | Bill Ydiando | 113 | E |
| 132. | Bill Smith | 111 | A |
| 133. | Rick Newlee | 111 | N |
| 134. | Earl Roesler | 110 | A |
| 135. | James Hall | 110 | N |
| 136. | Marshall Jennings | 109 | A |
| 137. | Yale Camp | 105 | E |
| 138. | Jim O'Neal | 103 | A |
| 139. | Carl Casanova | 103 | N |
| 140. | Dale Brassfield | 103 | N |
| 141. | Carroll Ditson | 102 | E |
| 142. | Kent James | 101 | N |
| 143. | Terry Clark | 100 | A |
| 144. | John Lloyd | 96 | A |
| 145. | Rich Walden | 95 | A |
| 146. | Robert Revett | 95 | N |
| 147. | Carl Gordon | 94 | N |
| 148. | Bruce Belden | 91 | N |
| 149. | Lester Ishman | 90 | N |
| 150. | Ray Rieger | 90 | N |
| 151. | Mike Cram | 89 | N |
| 152. | Dave Lopera | 88 | A |
| 153. | Robert Ragsdale | 86 | A |
| 154. | Ed Schneidler | 86 | E |
| 155. | Gerald Roberts | 85 | N |
| 156. | Gary Schuelke | 85 | E |
| 157. | James Schooler | 84 | N |
| 158. | Dan Rynolds | 84 | N |
| 159. | Robert Webb | 84 | N |
| 160. | W. Dibble | 84 | A |
| 161. | Jerry Neuburger | 78 | N |
| 162. | John Barker | 76 | N |
| 163. | Ken Sixbery | 75 | N |
| 164. | Keith Marshall | 75 | N |
| 165. | George Antill | 75 | N |
| 166. | Le Roy Marquardt | 75 | N |
| 167. | Terry Nichols | 75 | N |
| 168. | Robert Haynes | 75 | N |
| 169. | Robert Maley | 75 | A |
| 170. | Chris Murdock | 72 | N |
| 171. | Gary Nelson | 70 | N |
| 172. | Eugene Cannady | 70 | E |
| 173. | John Feeny | 67 | N |
| 174. | Joe Winnicki | 66 | N |
| 175. | Stan Dalton | 65 | N |
| 176. | Garland Shaw | 65 | N |
| 177. | Frank Morgan | 65 | A |
| 178. | Dale Ecklardt | 65 | N |
| 179. | George McLean | 65 | N |
| 180. | Doyle Mosley | 64 | N |
| 181. | Jergen Broesel | 64 | N |
| 182. | Terry Haug | 60 | N |
| 183. | Don Afflack | 60 | A |
| 184. | Rusty Burkert | 60 | N |
| 185. | Marvin Spiker | 60 | A |
| 186. | Dick Smith | 60 | A |
| 187. | Roy Barnett | 59 | A |
| 188. | Dennis Craig | 57 | N |
| 189. | Darrel Hinnewikel | 56 | N |
| 190. | Jerry Kopp | 56 | N |
| 191. | Carl Sommers | 55 | N |
| 192. | Lloyd Powell | 55 | N |
| 193. | Jim Fishback | 55 | N |
| 194. | James Hill | 55 | N |
| 195. | Harry Lawrie | 55 | A |
| 196. | James Domay | 51 | N |
| 197. | Arnie Blackstone | 51 | A |
| 198. | Chuck Sugar | 51 | N |
| 199. | Gary Brittain | 51 | N |
| 200. | Jim Ahlefeild | 50 | N |
| 201. | Bob Brammen | 50 | N |
| 202. | John Calvert | 50 | N |
| 203. | Jack Midgett | 50 | N |
| 204. | Ed Crowell | 50 | E |
| 205. | Mark Romp | 50 | N |
| 206. | Jeff Marsh | 50 | N |
| 207. | Blaise Dahlquist | 50 | N |
| 208. | John Franich | 50 | N |
| 209. | Dennis Pierce | 50 | N |
| 210. | Barry Keenly | 49 | N |
| 211. | Willard Fletcher | 49 | N |
| 212. | Dennis Knudsen | 47 | N |
| 213. | Bruce Safford | 45 | N |
| 214. | Monte Lee | 45 | N |
| 215. | Jerry Coburn | 45 | N |
| 216. | Ken Evans | 45 | A |
| 217. | Frank Castro | 45 | N |
| 218. | Pete Prestia | 45 | N |
| 219. | Lonnie Betts | 45 | A |
| 220. | Ken Rice | 43 | N |
| 221. | Ron Lambert | 43 | N |
| 222. | Phil Mailloux | 43 | N |
| 223. | Ken Marklam | 42 | A |
| 224. | David McCord | 42 | N |
| 225. | Robert Francis | 41 | A |
| 226. | Lloyd Suckut | 41 | N |
| 227. | Jim Gilchrist | 40 | A |
| 228. | Larry Lane | 40 | A |
| 229. | Skip Smith | 40 | N |
| 230. | Bob Carter | 40 | N |
| 231. | Larry Waggoner | 40 | N |
| 232. | P. Smith | 40 | N |
| 233. | Ed Martony | 40 | A |
| 234. | James Camaret | 40 | E |
| 235. | Steve Bronson | 40 | A |
| 236. | George Green | 40 | E |
| 237. | Joseph Brickner | 37 | N |
| 238. | Anton McLane | 37 | N |
| 239. | Don Lee | 35 | N |
| 240. | Robert Boyd | 35 | N |
| 241. | Curtis Church | 35 | N |
| 242. | David Ryner | 35 | N |
| 243. | Ed Scott | 35 | A |
| 244. | James Fishback | 35 | A |
| 245. | Ken Bourgeois | 35 | A |
| 246. | Gene Kicenski | 34 | N |
| 247. | Cliff Brister | 34 | N |
| 248. | Hoyt Statham | 33 | N |
| 249. | Richard Eichner | 32 | N |
| 250. | Robert Kaskel | 31 | N |
| 251. | Chuck Berry | 31 | N |
| 252. | Dan Wiseman | 31 | N |
| 253. | Curtis Hull | 30 | N |
| 254. | Thomas Hudson | 30 | N |
| 255. | Pat Burke | 30 | N |
| 256. | Mike Haller | 30 | A |
| 257. | B. Schlumpberger | 30 | N |
| 258. | Warren Griffin | 30 | A |
| 259. | Carter Porter | 30 | A |
| 260. | Frank Danielsen | 30 | N |
| 261. | Dean Cordell | 30 | N |
| 262. | Howard Rosenhour | 30 | N |
| 263. | Bob Van Ark | 29 | N |
| 264. | Tom Webb | 28 | N |
| 265. | Tim Renfrow | 27 | N |

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SOUTHBAY SPEEDWAY CO

| | |
|---|---|
| OPEN NOVICE | |
| Russ Burch | BSA |
| Bob Larson | Tri |
| Steve Sharp | Mat |
| OPEN EXPERT | |
| Wayne Hosaka | Tri |
| Terry Dorsch | Tri |
| Rich Ribley | Nor |
| LUCKY YAMAHA SWEEPSTAKES | |
| Larry Collie | Kaw |
| Terry Dorsch | Tri |
| Jim McGuire | Hod |

ASCOT TT
Sept. 6, 1969
By Maureen Lee

| | |
|---|---|
| NOVICE MAIN | |
| Ted Longwirth | Oss |
| Jim Raymond | Mon |
| John Hateley | Mon |
| Tom Jones | H-D |
| Brad Stankey | Yam |
| Larry Shoemaker | Yam |
| Dennis Carlson | Yam |
| Karl Triest | Bul |
| Time: 4:57.84 | |
| AMATEUR MAIN | |
| David Aldana | BSA |
| Bob Ferro | Tri |
| Keith Mashburn | Tri |
| Ben Fakkeldy | Tri |
| Steve Bast | Tri |
| Wayne Hosaka | Tri |
| Mike Van Acker | Tri |
| Dick Mills | Tri |
| Time: 8:09.86 | |
| TROPHY DASH | |
| Mike Haney | Tri |
| Jack Simmons | Nor |
| Keith Mashburn | Tri |
| David Aldana | BSA |
| Time: 1:36.30 | |
| EXPERT MAIN | |
| Eddie Wirth | BSA |
| Skip Van Leeuwen | Tri |
| Eddie Mulder | Tri |
| Mike Haney | Tri |
| Bill Manley | Tri |
| Dusty Coppage | Tri |
| Jack Simmons | Nor |
| Bruce Anderson | Tri |
| Mike Konle | Tri |
| Larry Wilburn | Tri |
| Time: 11:51.38 | |

ELSINORE TT
Elsinore, Cal.
August 30, 1969

| | |
|---|---|
| 100cc NOVICE | |
| T. Berry | Hod |
| S. Jones | Kaw |
| S. Hoffee | Hod |
| A. Armstrong | Suz |
| 125cc NOVICE | |
| D. Gualda | Yam |
| D. Davis | Bul |
| 200cc NOVICE | |
| D. Ney | Bul |
| B. Hosford | Bul |
| 250cc NOVICE | |
| L. Gino | Kaw |
| S. Jones | Kaw |
| 350cc NOVICE | |
| B. Byrd | Duc |
| R. Dockings | Duc |
| 500cc NOVICE | |
| G. Kirkendoll | BSA |
| S. Lowell | Mon |
| R. Maahs | Gre |
| OPEN NOVICE | |
| R. Maahs | Gre |
| R. Burch | BSA |
| 100cc EXPERT | |
| T. Berry | Hod |
| S. Sivadge | Suz |
| 250cc EXPERT | |
| B. Stankey | Yam |
| L. Shaw | Bul |
| 350-500-OPEN EX. | |
| P. Armstrong | Tri |
| C. Soderstrom | Bul |
| SWEEPS | |
| L. Gino | Kaw |

PACIFIC COAST GRANT PRIX
Chula Vista, Cal.
August 31, 1969
By Bill Harmer

| | |
|---|---|
| NOVICE | |
| Mike Hagoski | Oss |
| Gary Wells | Bri |
| Jeff Hosaka | Yam |
| Dave Templeton | Yam |
| AMATEUR | |
| Sal Peluso | Yam |
| Carl Pfenning | Bul |
| Earl Roloff Jr. | Yam |
| Randy Cushman | Bul |
| Chuck Claydon | Kaw |
| EXPERT | |
| Ray Vanderpool | Bul |
| Carl Byers | Yam |
| Larry Collie | Kaw |
| Wayne Hosaka | Bul |
| Al Baker | Yam |

MOTOCROSS
Austin, Texas
By John Blanton

| | |
|---|---|
| 125cc CLASS | |
| Bill Kasson | Pen |
| Doug Parks | Yam |
| Joe Miller | Mai |
| 250cc CLASS | |
| Jack O'Leary | Yam |
| Ed Terrell | Hus |
| Jack Greenstreet | Yam |
| Roy Murray | C-Z |
| OPEN CLASS | |
| Gary Jones | BSA |
| Robert Graham | Mai |
| Gary Parker | Eag |
| Greg Graham | Mai |

SHORT TRACK
Sacramento Raceway
Sacramento, Calif.
Sept. 6, 1969

| | |
|---|---|
| 100 NOVICE | |
| Jim Vaughn | Suz |
| Paul Carter | Kaw |
| Ralph Simpson | Bri |
| Jeff Davidson | Bri |
| 125 NOVICE | |
| Tom Fleming | H-D |
| Don Emerick | Yam |
| Greg Johnson | Yam |
| 125 AMATEUR | |
| Jim Linnarte | Hon |
| Larry Ringler | MB |
| 200 NOVICE | |
| Ralph Simpson Jr. | Tri |
| Joe Hiner | Bul |
| Bob Wyman | Bul |
| 200 AMA. - EXP. | |
| Mike O'Brien | Hon |
| Fred McFarland | Suz |
| 250 NOVICE | |
| Wayne Brauner | Kaw |
| Bill Calicura | Duc |
| Eric Warner | H-D |
| 250 AMATEUR | |
| Rich Dashiell | Bull |
| Paul Minor, Jr. | Bul |
| 250 EXPERT | |
| John Green | Kaw |
| Ray Huff | Yam |
| Cal Simpson, Sr. | Yam |
| MINI BIKES | |
| Eric Freed | Hon |

ORANGE CO. FAIR-GROUNDS
Costa Mesa, Calif.
Sept. 5, 1969
by Mike Capalite

| | |
|---|---|
| 1st CLASS C EVENT | |
| Jan Crawford | JAP |
| Joe Chanky | Jaw |
| Mark Lani | Mat |
| 2nd CLASS C EVENT | |
| Larry Shaw | JAP |
| Bruce Flanders | JAP |
| Mike Keena | JAP |
| 1st CLASS B EVENT | |
| Dick Arandt | JAP |
| Jim Anderson | Jaw |
| Jim Goldsmith | JAP |
| 2nd CALSS B EVENT | |
| Les Chanky | Jaw |
| Joe Anderson | Jaw |
| Gary Bray | Jaw |
| 1st MATCH RACE | |
| Sonny Nutter | Jaw |
| Larry Heinselman | Jaw |
| 2nd MATCH RACE | |
| Steve Bast | Jaw |
| Rick Woods | Jaw |
| HANDICAP MAIN EVT. | |
| Steve Bast | Jaw |
| Jim Doron | JAP |
| Bill Cody | Jaw |
| Mike Konle | Jaw |
| Mike Bast | Jaw |
| Norm Elledge | JAP |
| SCRATCH MAIN EVT. | |
| Rick Woods | Jaw |
| Steve Bast | Jaw |
| Larry Heinselman | Jaw |
| Mike Bast | Jaw |

SPORTS ARENA SPEEDWAY
Los Angeles, Calif.
Sept. 7, 1969
by Mike Capalite

| | |
|---|---|
| TROPHY DASH | |
| Mike Bast | Jaw |
| Rick Woods | Jaw |
| Larry Heinselman | Jaw |
| Steve Bast | Jaw |
| C MAIN | |
| Swede Savage | Jaw |
| Dennis Guildehaus | Jaw |
| Mike Konle | Jaw |
| Jim Gresham | Jaw |
| B MAIN | |
| Mike Bast | Jaw |
| Larry Heinselman | Jaw |
| Ron Miller | Jaw |
| Stu Morley | Jaw |
| A MAIN | |
| Rick Woods | Jaw |
| Steve Bast | Jaw |
| Sonny Nutter | Jaw |
| Don Hawley | Jaw |

STATE CHAMPION-SHIP PT. STANDINGS
After 2nd Round

| | |
|---|---|
| Sonny Nutter | 25 |
| Steve Bast | 25 |
| Mike Bast | 24 |
| Larry Heinselman | 22 |
| Don Hawley | 20 |
| Rick Woods | 20 |
| Swede Savage | 18 |
| Stu Morley | 15 |
| Ron Miller | 15 |
| Jim Gresham | 13 |
| Mike Konle | 13 |

SIDEWINDERS TT
Clamackmas, Oreg.
Aug. 29, 1969
By J. Lacey

| | |
|---|---|
| NOV. TROPHY DASH | |
| Chuck Joyner | Kaw |
| FIRST HEAT | |
| Mike Mc Call | --- |
| SECOND HEAT | |
| Chuck Joyner | --- |
| NOV. MAIN EVENT | |
| Chuck Joyner | Kaw |
| Darrell Cotton | Kaw |
| Mike McCall | Kaw |
| AM. TROPHY DASH | |
| Jack Mott | BSA |
| FIRST HEAT | |
| Jack Mott | --- |
| SECOND HEAT | |
| Bill Manley | --- |
| AM. MAIN EVENT | |
| Thad Lawrence | Kaw |
| Bill Manley | Nor |
| Len Miller | Tri |
| EX. TROPHY DASH | |
| Mark Williams | Tri |
| FIRST HEAT | |
| Mark Williams | --- |
| SECOND HEAT | |
| Ike Reed | --- |
| EX. MAIN EVENT | |
| Ike Reed | Tri |
| Jimmy Smith | Tri |
| Doyle McNatt | Tri |

SIDEWINDERS TT
August 22, 1969
by J. Lacey

| | |
|---|---|
| NOV. TROPHY DASH | |
| Darrel Cotton | Kaw |
| FIRST HEAT | |
| Darrel Cotton | Kaw |
| SECOND HEAT | |
| Chuck Joyner | Kaw |
| NOV. MAIN EVENT | |
| Chuck Joyner | Kaw |
| Darrel Cotton | Kaw |
| Mike McCall | Kaw |
| AM. TROPHY DASH | |
| Jack Mott | BSA |
| FIRST HEAT | |
| Jack Mott | BSA |
| SECOND HEAT | |
| Bill Jackson | Tri |
| AM. MAIN EVENT. | |
| Jack Mott | BSA |
| Thad Lawrence | Kaw |
| Bill Jackson | Tri |
| EX. TROPHY DASH | |
| T.L. Hoglan | Nor |
| FIRST HEAT | |
| Mark Williams | --- |
| SECOND HEAT | |
| T.L. Hoglan | Nor |
| EXP. MAIN EVENT | |
| T. L. Hoglan | Nor |
| Ike Reed | Tri |
| Jimmy Smith | Tri |

CYCLELAND SPEEDWAY
Chico, Calif.
Aug. 30, 1969
By J. Noffsinger

| | |
|---|---|
| 100cc CLASS | |
| BEGINNERS | |
| Jim Brewer | |
| HANDICAP | |
| Bill Schwein | Hod |
| John Allen | Kaw |
| Dave Searning | M-B |
| SCRATCH | |
| John Grant | M-B |
| 200cc CLASS | |
| BEGINNERS | |
| Ron Alves | Hon |
| HANDICAP | |
| Mike Rockwell | Yam |
| Dan Toby | Yam |
| Dick Turner | Hon |
| SCRATCH | |
| Joe Allen | Kaw |
| 250cc CLASS | |
| BEGINNERS | |
| Ron Chesney | Yam |
| HANDICAP | |
| Ron Chesney | Yam |
| Jim Crenshaw | Yam |
| Randy Scott | Yam |
| SCRATCH | |
| Joe Henry | Oss |

SIDEWINDERS CHAMP-IONSHIP
Portland, Ore.
Sept. 5, 1969
by J. Lacey

| | |
|---|---|
| NOV. TROPHY DASH | |
| Eddie Herrmann | Bul |
| NOV. MAIN EVENT | |
| Chuck Joyner | Kaw |
| Eddie Herrmann | Bul |
| Darell Cotton | Kaw |
| Don McShane | Bul |
| Harold Morse | Bul |
| Jerry Lambert | Suz |
| Loren Jolly | Bul |
| Clift Scott | Yam |
| AMA. TROPHY DASH | |
| Jack Mott | Tri |
| AMA. MAIN EVENT | |
| Jack Mott | Tri |
| Thad Lawrence | Kaw |
| Bill Jackson | Tri |
| Bill Cook | BSA |
| Bill Manley | H-D |
| EX. TROPHY DASH | |
| Mark Williams | Tri |
| EX. MAIN EVENT | |
| Ike Reed | Tri |
| Sonny Burres | Tri |
| T.L. Hoglan | Nor |
| Mark Williams | Tri |
| Glen Adams | Nor |
| Dick Donaca | Tri |
| Gary Davis | Tri |
| Jimmy Smith | Tri |
| RELAY RACE | |
| NOV.-AM.-EX. COMB. | |
| NOVICE | |
| Darell Cotton | Kaw |
| AMATEUR | |
| Bill Jackson | Tri |
| EXPERT | |
| Mark Williams | Tri |
| SEASONS HI. PT. NOV. | |
| Chuck Joyner | |
| SEASONS HI. PT. AMA. | |
| Jack Mott | |
| SEASONS HI. PT. EXP. | |
| Mark Williams | |

TRAILBLAZERS SCRAMBLES
Reno, Nevada
September 1, 1969
By Bob Caudle

| | |
|---|---|
| 100cc | |
| Neil MacDonnald | M-B |
| Ken Grandstaff | Hod |
| Donald Rudd | Hon |
| Steve Woerner | Bul |
| 175cc | |
| Ronald Skinner | Yam |
| John Schmidt | Yam |
| Jim Young | Yam |
| Russel Davis | Yam |
| 200cc | |
| Pierre Barres | Tri |
| Bill Schaffer | Oss |
| Ed Williams | Bul |
| 250cc | |
| Ron Smalley | Gre |
| Jerry Ellis | Bul |
| Cliff Jones | Bul |
| Rick Chambers | Yam |
| Bill Krejei | Mon |
| 250cc AMATEUR | |
| Jim Holmes | Hus |
| George Schaffer | Yam |
| 250 EXPERT | |
| Jim Saitone | Bul |
| Paul Knudsen | Eag |
| 375cc | |
| Edwin Parker | Hus |
| Jack Pine | Hon |
| Bill Krejei | Mon |
| 375 AM. & EX. | |
| Jim Saitone | Mai |
| Bob Bowen | Hus |
| Don Ivan | Bul |
| 500cc | |
| Bob Estes | BSA |
| Dave Brant | Tri |
| 650 OPEN | |
| Bob Penny | Hus |
| Jim Denny | Tri |

MAMMOTH MT. MOTO CROSS
Mammoth Mt., Calif.
Sept. 6 & 7, 1969
by Tom Culp

| | |
|---|---|
| 0-125 JR. | |
| Dave Rodgers | Bul |
| Mike Pritchard | Bul |
| Richard Foshay | Sac |
| Robert Fortier | Sac |
| Walt Bird | Yam |
| 0-125 SR. | |
| Lars Larson | Pen |
| Gene Cannady | Sac |
| Clas Nilson | Pen |
| Mike Ruroyard | Sac |
| Tom Rapp | Bul |
| 126-250 | |
| Randy Lacky | Oss |
| Brad Lacky | Eag |
| Jim O'Niel | CZ |
| George Spellman | Oss |
| Bill Clements | Hus |
| 126-250 SR. | |
| Bill Silverhorn | Hus |
| Gary Bailey | Gre |
| Bruce Baron | CZ |
| Jim West | Yam |
| Bob Brossi | Hus |
| 251 - OPEN SR. | |
| Bill Silverthorn | Hus |
| John Desoto | Hus |
| Gary Bailey | Gre |
| Lars Larson | Mai |
| Bob Grossi | CZ |
| 251 - OPEN JR. | |
| Randy Lacky | Oss |
| Brad Lacky | Eag |
| Chuck Baudman | CZ |
| Steve Rauch | Hus |
| Joseph Kucek | CZ |

C M C MOTOCROSS
Fontana Raceway, Cal.
Sept. 6, 1969
by Dave Carman

| | |
|---|---|
| 125 FINAL | |
| Bill Urban | Bul |
| Larry Shaw | Bul |
| Glen Lund | Sac |
| Kay Kanaki | Yam |
| 250 FINAL | |
| Al Wurtzel | CZ |
| Jim Fishback | Yam |
| Greg Schweer | Bul |
| MONEY WINNERS | |
| 125 | |
| Glen Lund | |
| Larry Shaw | |
| Bill Urban | |
| Steve Jackson | |
| 250 | |
| Jim Fishback | |
| Al Wurtzel | |
| Charles Esterline | |
| Bill George | |
| 500 | |
| Pat De Benedetti | |
| Ron Dugan | |
| Jerry Willmon | |
| George Graham | |

SIDEWINDERS SHORT TRACK
Aug. 22, 1969
by J. Lacey

FIRST HEAT
Mark Williams Tri
SECOND HEAT
Squire Tomasie Hon
THIRD HEAT
Jimmy Smith Bul
FOURTH HEAT
Ed Herrmann Bul
FIRST SEMI
Mark Williams Tri
SECOND SEMI
Squire Tomasie Hon
TROPHY DASH
Squire Tomasie Hon
MAIN EVENT
Squire Tomasie Hon
Mark Williams Tri
Ed Herrmann Bul
CONSOLATION
Jimmy Smith Bul

# RESULTS

ORANGE CO. SPEED-WAY TT
El Toro, Calif.
Sept. 3, 1969
by Jim Vardeman

125 TT TD
Jim Raymond Yam
125 TT MAIN
Ron Taylor Yam
Mike Payse Bul
Steve Nichols Yam
Gary Scott Cim
Greg Wickam Suz
Jim Raymond Yam
Tom Berry Hod
Steve Keyser Yam
Steve Hoffee Hod
John Hoffard Sus
Phil MxDonald Yam
Rex McLeod Yam
250 TT TD
Jim Raymond Mon
250 TT MAIN
Jim Raymond Mon
Ray Vanderpool Bul
Mike Hannon Bul
Don Walters Yam
Gary Scott Suz
Bob Williams, Jr Kaw
Larry Shaw Bul
C. Soderstrom Bul
Devon Sowell Bul
Brad Wilmert ---
Gary Scroggins Kaw
Irwin Moon Bul
500 TT TD
Tony Denius H-D
500 TT MAIN
Al Smith BSA
Tony Denius H-D
Bob Williams, Sr Mai
Jim West Tri
Jim Shipman Hon
Chuck Parlee BSA
Norman Fleece Tri
Richard Musser Mon
Nat Clark BSA
Glen Apling Tri
Mike Payse Gre
125 ST TD
Jim Raymond Yam
125 ST MAIN
Scott Autrey Yam
Jim Raymond Yam
Gary Scott Cim
Ron Taylor Yam
Steve Nichols Yam
Mike Payse Yam
Phil McDonald Yam
Tom Berry Hod
Steve Johnson Kaw
Jim Arledge Yam
Robby MacEwen Yam
250 ST TD
Jim Raymond Mon
250 ST MAIN
Gary Scott Suz
Randy Ellis Bul
Tom Vardeman Bul
Bob Williams, Jr Kaw
Devon Sowell Bul
Gary Scroggins Kaw
Gerald Jarman Bul
Larry Shaw Bul
John Balaam Bul
Jack Vaughn Oss
Don Walters Yam
500 ST TD
Randy Ellis Bul
Tony Denius H-D
Jim Raymond Mon
Al Smith BSA
Jim West Tri
Dan Headrick Suz
Bob Williams, Sr Mai
Larry Hardison Bul
Sandy Robertson BSA

# Natl. RESULTS

SEARS POINT NATL.
Sears Point, Calif.
Sept. 6 & 7, 1969
by Dewitt Thuett

125 MILE NA. FINAL
Art Baumann Suz
Ron Pierce Yam
Roger Reiman H-D
Mert Lawwill H-D
Pete Kellond Yam
Tom Rockwood Yam
Dick Mann Yam
Yvon Duhamel Yam
Gene Romero Tri
Dave Smith Kaw
50 MILE AM. FINAL
Jimmy Dunn Suz
Don Castro Tri
Mike Sponseller Tri
Bob Wakefield Suz
Ron Muir Kaw
90 MILE 250 FINAL
Ron Pierce Yam
Yvon Duhamel Yam
Art Baumann Kaw
Palph White Yam
Pete Kellond Yam
Cal Rayborn Kaw
Ron Grant Suz
Dick Newell Yam
Jim Odom Yam
Tom Rockwood Yam
SIDEHACK FINAL
Hummer/ Gulbranson H-D
Bingham/Wade H-D
Auer/Cummings Kaw
Person/Woodcock Tri

POINT STANDINGS
(as of Sept. 7, 1969)
Mert Lawwill 578
Cal Rayborn 489
Gene Romero 450
Bart Markel 393
Chuck Palmgren 379
Dick Mann 367
Gary Nixon 345
Mark Brelsford 289
Larry Palmgren 250
Ron Grant 219

PERRIS TT
Perris, Calif.
Aug. 30, 1969
by Elaine Jones

100cc NOV I
Richard Dranelt ---
Paul Lambert Hod
George Luther Yam
Steve Hein Hod
100cc NOV. II
Bob Sanders Kaw
Steve Tinsley Yam
Doug Field Hod
Terry Traver Hod
100cc NOV. III
Bill Dobbs Suz
Jon Tipp Hod
Ricky Milner Kaw
Rob Morrison Cim
100 AM./EX.
Doug Mason Daw
Gary Scott Cim
Gary Caldwell Kaw
Hank Scott Yam
125cc NOV. I
Gary Caldwell Yam
Phil Mc Donald Yam
Don Walters Yam
Don Mudd Yam
125cc NOV. II
Steve Tinsley Yam
Steve Jackson Yam
Kay Kanaki Yam
John Carmello Yam
250cc NOV I
Jim Kline Yam
Bob Greenstreet Bul
Don Walters Yam
Bill Dobbs Suz
250cc NOV. II
Toby Stanford Bul
Larry Stappleton Yam
Ron Bourbonnais Kaw
Buzz Dawson Yam
250 AM./EX.
Fred Edwards Yam
Steve Nichols Yam
Bob Kline Eag
Doug Mason Yam
350 - 500 MOTO
Boyd Mason H-D
Charles Tidwell Mai
Paul Lass Mai
OPEN MOTO
Tony Denius H-D
Andy Skeel H-D
Glen Brianson Bul
Don Dudek Tri

DRIFTERS MOTO-X
B.Z. Corners
Sept. 1, 1969
by Nancy Williams

BEGINNERS 100 M-X
John Dudney Hod
Don Austin Hod
Stewart Williams Hod
100-TROPHY DASH
Tom Shelton Kaw
A MAIN
Tom Shelton Kaw
Bill Lewis Hod
Joe Kegley Hod
B MAIN
John Allen Hod
Steve Harvey Kaw
200-TROPHY DASH
Mike Hannula Yam
A MAIN
Mike McCall Yam
Mike Hannula Yam
Dick Beightol Yam
B MAIN
Denny Marrow Yam
Ray Chavers Yam
250-TROPHY DASH
Mike Mc Call Kaw
A MAIN
Mike McCall Kaw
Alan Mundt Kaw
Sonnie Wright Yam
B MAIN
Cliff Scott Yam
George Jones Kaw
C MAIN
Ed Sinclair Yam
500-MOTO CROSS
Jay Lacey Tri
Jerry Furlano Tri
Don Foster Hon
OPEN CLASS-TROPHY DASH
Mike Ellis Nor
Jim Gale Tri
Henry Schram Tri
B MAIN
Mark Baker Tri
Phil Austin H-D

HAYWARD SCRAMBLES
Hayward, Calif.
Aug. 30, 1969
By Dale Wm. Ivan

100cc NOVICE
Mike Phillips Hod
Earl Salch M-B
Walt Nunes Yam
Bruce Brown Hod
Scott Hewitt Hon
100 AMATEUR
John Hargis Bri
Rocky Malynn M-B
200 NOVICE
Bob Ballenger Bul
Ken Toledo Bul
Wade Ulrich Hon
Jim McLaughlin Hon
200 AMATEUR
Bill Cavanaugh Bul
Steve Hernandez Bul
250 NOVICE
Bill Alexander Bul
Ken Johnson Kaw
Pat Thornton Yam
Bob Doornbos Bul
Lee Guziow Yam
250 AMATEUR
Mike Renslow Bul
Randy Bailey Mon
Matt Falconer Bul
250 EXPERT
Allen Kenyon Bul
Bruce Teixeira Bul
John Silva Yam
Jim Foley Bul
350 NOVICE
Steve Morishige Hon
Ken Gallagher Hon
Jack Magee Hon
350 AMATEUR
Craig Fillmer Hon
Jack Crider -
500 NOVICE
Don Tindall Tri
Howard Zanger Tri
Paul Sanchez BSA
500 AMATEUR
John Fritz Tri
Jay Grilli BSA
500 EXPERT
Bruce Teixeira Tri
Jerry Bowers BSA
Cliff Aksland Bul
650 NOVICE
Bryan Long Tri
Ron Kain Tri
650 AMATEUR
Bud Riddle Tri
Scott Schumacher Tri
650 EXPERT
Allen Kenyon BSA
Tiffin Mullenax Tri
Chris Bakke BSA
Bob Scally Tri

WADSWORTH PARK MOTOCROSS
Great Falls, Montana
August 23, 1969
By Charlie Rossell

125cc MOTO
Jim Nesbitt Yam
Bob Grant Pen
Dave Martin Sac
200cc MOTO
Ron Abelin Yam
Clancey Mellinger Yam
Mike Mellinger Yam
250cc MOTO
Jack Ries Bul
Dave Martin Hus
Dale Saeman Bul
OPEN MOTO
John Woolsey Hus
Cal Datta Bul
Dale Charrten Hus

SAGE HOPPERS EUROPEAN SCRAMBLES
Rosarito Beach, Mex.
Sept. 7, 1969
By Steve Fisk

OPEN EXPERT
Terry Davis Hus
Ken Renick C-Z
Len Miller Hus
Bob Grouleff Hus
Bob Goodman C-Z
250 EXPERT
John Kenyon Suz
Stan Peterson Hus
Gary Askins Kaw
Gay Braudaway Hus
125 EXPERT
Bob Silverthorn Pen
D.S. Martin Yam
OPEN NOVICE
D.E. Molitor Hus
250 NOVICE
Dave Smith Hus
Kim Gifford Hus
125 NOVICE
Martín Tripes Pen
100 NOVICE
Dave Smith Kaw
POWDER PUFF
Marsha Metz V-T

FREMONT SCRAMBLES
Fremont, Calif.
August 31, 1969
By Dale Wm. Ivan

100cc NOVICE
Pat Brown Hod
Walt Nunes Yam
Pat Hennen Hon
100 AMATEUR
Jim Osgood Suz
John Hargis M-B
200 NOVICE
John Agnone Bul
Joe Pilicington Bul
Kevin Morrison Bul
Doug Carpenter Bul
200 AMATEUR
Larry Powers Bul
Bill Cavanaugh Bul
250 NOVICE
Soctt Brelsford Bul
Fred Ronrenbach Mon
Allen Chuck Bul
Tim Navarro Yam
Ned Marandino Bul
250 AMATEUR
Randy Bailey Mon
Bob Rickerts Bul
Dave Harris Bul
250 EXPERT
Bruce Teixeira Bul
Stan Anderson Bul
Allen Kenyon Bul
John Gennai Oss
Jim Foley Bul
350 NOVICE
Bill Vickers Hon
Dorien Tewitt Hon
Don Wells Hon
500 NOVICE
John Felix Tri
Art Mai
Ben Travis Hon
500 AMATEUR
Jack Crider Hon
Carl Tresser Tri
Rick Carlson Tri
Jim Conway Bul
500 EXPERT
Cliff Aksland Bul
Jerry Chadin Tri
Bruce Teixeira Tri
650 NOVICE
Bryan Long Tri
Gene Schuller H-D
650 AMATEUR
Al Ludwigson Tri
Steve Spence Tri
650 EXPERT
Allen Kenyon BSA
Tiffen Mullenax Tri
Joey Iacobitti Tri

SPROCKETTS TT SCRAMBLES
Bakersfield, Calif.
Aug. 23, 1969
by Jack Light

POWDER PUFF
Carol Randall Bri
Nancy O'Harra Yam
M. Willis Yam
100 NOV.
Don Andreatta Hod
Jerry Chandler Kaw
Kirby Shropshire Kaw
125 AM. & EX.
Ron Tobey Yam
Frank Rosebury Kaw
Leon Cotton Yam
Jim Hodge Bul
Darrell Smith Bri
175 - 200 NOV.
Steve Salyer Bri
Rick Reed Bul
Dave Harrell Bri
175 - 200 AM. & EX.
Roy Spiker Bul
Frank Rosebury Bul
Adam Pollak Bul
Art Carter Bul
250 NOV.
Chet Burt Bul
Bruce Williams Bul
Ed Colby Bul
250 AM.
Leonard Reed B Bul
Tom Church Oss
Dan Colby Bul
250 EX.
Mike Middleton Bul
Randy Smith Suz
Ken Hale Bul

ASCOT 1/2 MILE
Sept. 5, 1969

NOV. MAIN
Fred Edwards Yam
Chuck Hart H-D
Randy Ellis Bul
Ted Longwith Kaw
John Hately Suz
Don Emde Suz
TIME - 3:24.01
AM.-EX. MAIN
Mel Lacher H-D
Lloyd Houchins Tri
Eddie Wirth BSA
Shorty Seabourne BSA
Ron Kruseman Nor
Keith Mashburn Tri
Gene Romero Tri
Tim Harris BSA
TIME: - 6:1.28
TROPHY DASH
Mel Lacher H H-D
TIME: - 1:13.42

DRIFTERS SCRAMBLES
B-Z Corners, Wash.
Aug. 31, 1969
By Nancy Williams

100cc TROPHY DASH
Mike McCall Kaw
A MAIN
Mike McCall Kaw
Joe Kegley Hod
Jack Kelly Hod
B MAIN
Jerry Lange Hod
Steve Harvey Kaw
200cc TROPHY DASH
Mike McCall Yam
A MAIN
Mike McCall Yam
Mike Hannula Yam
Denny Morrow Yam
B MAIN
Robert Taylor Yam
Gordon White Bul
250cc TROPHY DASH
Mike McCall Kaw
A MAIN
Allen Morinville Kaw
Alan Mundt Kaw
Mike McCall Kaw
B MAIN
Cliff Scott Yam
Andy Birkenfeld Yam
C MAIN
Ed Sinclair Yam
500cc TROPHY DASH
Jay Lacey Tri
A MAIN
Jay Lacey Tri
Jerry Furlano Tri
Dock Harmon Hon
B MAIN
Don Foster Hon
Don Wilkeson Tri
OPEN CLASS T.D.
Mike Ellis Nor
A MAIN
Mike Ellis Nor
Bob Lindauer BSA
Phil Austin H-D
B MAIN
Jim Gale Tri
Norman Stencil Nor

PATUXENT VALLEY MOTOCROSS
Mt. Airy, Maryland
Sept. 7, 1969
UNDER 125 cc
Rich Perzynski Yam
Bill Krebs Yam
John Baxter Sac
125cc - 250cc
John Cassiss Eag
Don Wolf Mon
J. Foster, Jr. Tri
251cc - OPEN
Hoppy Hopkins Mon
Ron Petrelles Mon
Jack Frisk BSA

TROJAN SPEEDWAY
South Gate, Calif.
Sept. 4, 1969
by Margie

100 TT MAIN
Gary Scott Cim
Paul Wilde Yam
Dale Hopkins Suz
100/125 FT. COMB. MAIN
Gary Scott Cim
Jim Raymond Yam
Bob Hardison Kaw
100 TT TROPHY DASH
Gary Scott Cim
100/125 FT. TD.
Jim Raymond Yam
125 TT MAIN
Jim Raymond Yam
Byron Spinks Yam
Paul Wilde Yam
250 TT MAIN
Jim Raymond Mon
Gary Scott Suz
Dave Riggs Yam
250 FT MAIN
Gary Scott Suz
Larry Shaw Bul
Jim Raymond Mon
250 FT. TD.
Jim Raymond Mon
250 FT TD.
Jim Raymond Mon

KEARNEY BOWL SCRAMBLES
Fresno, Cal.
August 31, 1969

100cc NOVICE
Jeff Davidson Bri
Kirby Shropshire Kaw
Rod Lessley Hod
Kyle Lessley Kaw
90cc AMATEUR
Harold Sautora Hod
Richard Hill Hod
Larry Ringler Cim
Gary Maulden M-B
125cc NOVICE
Danny Summerlin Yam
Mike Keith Kaw
Dick Mears Sac
Frank Wenzel Yam
125cc AM.-EX.
Ron Tobey Yam
Leon Cotton Yam
Albert Nystron Yam
Mike Keener Yam
200cc NOV.-AM.
Tom Francisco Oss
Rick Reed Bul
250cc NOVICE
Bruce Williams Yam
Terry West Yam
Ron Holland Gre
Mike Shelly Yam
250cc AMATEUR
Doug Murrell Bul
Leonard Reed Bul
Ray Comer Bul
Tom Church Oss
250cc EXPERT
Tod Sloan Bul
Steve Snider Bul
Mike Middleton Bul
Greg Grouleff Bul
500 NOVICE
Bob Young Mon
Jim Dunnagan BSA
Larry Dunnagan Mai
Dale Arrant Mai
500 AM.-EX.
Gregg Grouleff Tri
Charles Rowan Tri
Norm Shields Tri
650 NOVICE
Jim Lynch Tri
John Armer Tri
Joe Gordon Tri
Doug Murrell Tri
650cc AMATEUR
Cliff Gentry Tri
Jim Chisum BSA
Alan Hayden BSA
Richard Andrade Tri
650 EXPERT
Tod Sloan Tri
Mike Middleton BSA
Jim McCracken Tri
J.F. McCullogh Tri

# Trailblazers Scramble Before Nevada T.V.

By Bob Caudle

RENO, NEVADA, Sept. 1, 1969 – Reno's Trailblazers held one of the fastest scrambles seen in this area for quite awhile. The televised event was held in an abandoned gravel pit where the terrain was perfect.

The Open Novices started off with a bang. Jack Little mounted BSA fell in the first corner, but his machine didn't. It was wedged into Chuck Lantz's BSA still upright! Lantz pulled it about thirty feet down the track before he could get stopped. All this caused a restart. When the white flag was dropped, Bob Estes on his BSA grabbed the lead with Dave Brant on his Triumph chasing him and S. Pen riding Husky third. Everybody then held these positions to the finish.

Parting is such sweet sorrow but those shorts brightened up the scene.

As usual the combined Open Amateur and Expert class was the fastest. Jim Denny was back again on a beautiful Triumph Metisse. Jim held down first for three laps until he got a little wide and Triumph mounted Bob Perry slipped under him.

At the starting line in the 200cc Main, some of the riders were razzing a rather worn looking Triumph Cub. After the second lap all that any of them could see of the Cub was its rear wheel. Pierre Barres had his Cub out in front, riding like his leathers were on fire, with Bill Schaffer after him on an Ossa like he was going to put the fire out.

In the 250 Novice class, Ron Smalley riding his Greeves held first wire to wire. Jerry Ellis on a Bultaco was in hot pursuit of Smalley, but the real race was for third place between Cliff Jones Bultaco mounted and Rick Chambers Yamaha mounted.

Just before the 250 Amateur Main, the water truck got carried away and wet the course too much. About a dozen pickups and cars made five laps to dry it out, but the course still had about a half inch of soup on it. This was exciting. In fact, a consistent winner in this class, Windy Foreman riding his Yamaha, slid down three times in seven laps before he hung it up. Leader for the first five laps was Jim Denny on a Bultaco until the mud got to him and more conservative Jim Holmes took over on a Husky. Denny managed to pick it up right behind Yamaha man, George Schaffer, who had moved into second place.

250 Expert Jim Saitone grabbed the lead at the start, and by the fifth lap was far enough ahead of the second place man that he was pulling wheel-stands down the straightaways.

Jack Pine (Hon) held down the lead for the first four laps in the 375 Novice Main, while being constantly plagued by Ed Parker on his Husky. Parker got around Pine in the fifth lap and started stretching his lead. Bill Krejei riding a Montesa was after Pine and was gaining on him until he ran out of time when the finish flag fell.

Jim Saitone on his Maico was back again in the combined 375 Amateur and Expert event. By the end of lap two, Jim had gotten around Don Ivan, Bultaco mounted. Ivan held down second until the next to last lap when Bob Bowen (Husky) got by and moved into second.

Ron Grandstaff came off the line like gangbusters on his Hodaka in the 100cc Main, only to be passed in the back switchback by Neil MacDonnald (M.B.). Norman Denny, Hodaka mounted, was pushing Grandstaff really hard until the sixth lap when he fell, and two hometowners, Don Rudd (Honda) and Steve Woerner (Bultaco) got by him.

The next group of hardy individuals were the combined 125cc and 175cc Novices with the 175's handicapped. The 125's didn't let the 175's bother them too much, as the first five places went to 125's. Ron Skinner riding Yamaha took over first on the second lap, with John Schmidt, also Yamaha, right on his rear wheel.

# Hayward's The Place When It Gets Dark

By Dale W. Ivan

HAYWARD, CAL., Aug. 30, 1969 – Another successful Saturday night event was hosted by the Hayward M.C. These night races are extremely popular amongst the bay area riders. The track was in typical condition and the events went off smoothly. The District's 36th Commissioner Len Allen, put in an appearance to make sure that the faster riders having the proper amount of points were turned to a higher class. Many new experts and amateurs put in their first time ride at Hayward as a result of scoring big at the Salinas race a week earlier.

The 40 inch Main was won by Allen Kenyon, BSA and track master mounted. Allen moved past early leader Tiffin Mullenax at the end of the straightaway early in the race. Tiffin took home a second, and Kris Bakke, a brand new expert, riding his first time out, picked up a well-deserved third by holding off a more experienced Bob Scally.

The 650 Novice Main got off to a bad start when four riders went down in the first turn, with two of them hitting the fence. Three of the bikes made it back to the starting line up, and the race was restarted without a mishap. Bryan Long took command and went on to win it easily.

The drop of the flag in the 500 Expert class saw Jerry Bower's BSA lead the boys out of the first turn. Cliff Aksland followed in second with Bruce Teixeira in third. Cliff repeatedly made unsuccessful attempts to pass Bowers while taking to the outside of the turns. Half way through the race Aksland slipped off the groove and Teixeira dove underneath and took over second. Bruce really turned it on two laps later to move up and under Bowers for the lead and win.

Allen Kenyon scored a double win, taking the 250 Expert Main event ahead of Bruce Teixeira, John Silva, and Jim Foley. Kenyon led from start to finish and the only fast action in this race was turned in by Jim Foley who came from ninth to fourth position. Foley's advances was stopped cold half way through the race by John Silva and Jim had to be content with a well-deserved fourth. This trophy moved him into the lead as high point rider at the track over his buddy Paul Johnson.

The 250 Amateur class was won by Mike Rensiow, his first time out as an Amateur. Mike had run his heat race earlier in the evening and ame on in the main event to pass Randy Bailey. Bailey, who had led for most of the race, was having trouble shifting his Montesa, when Rensiow, riding a Bultaco, went around him.

(Results on page 20)


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Lost Coyotes M.C. European Scr.
August 24, 1969
500-Open Expert Class
1st Larry Bergquist – El Bandido
Chowchilla Valley M.C. European Scr.
August 31, 1969
250 Expert Class
1st Tom Poteet – PurSang
Crestline M.C. European Scr.
August 31, 1969
250cc Expert Class
1st Tom Poteet – PurSang
Pacific Coast Grand Prix
August 31, 1969
250 Expert Class
1st Ray Vanderpool – PurSang
Hayward Spillway – 8/30
250 Expert Class
1st Allen Kenyon – PurSang
Fremont – 8/31
250 Expert Class
1st Bruce Texiera – PurSang
2nd Stan Anderson – PurSang
250 Novice Class
1st Scott Brelsford – PurSang
200 Amateur Class
1st Larry Powers – Sherpa S
250 Expert Class
1st Bruce Texiera – PurSang
250 Amateur Class
1st Dave Harris – PurSang
250 Novice Class
1st Scott Brelsford – PurSang
200 Amateur Class
1st Larry Powers – Sherpa S
Reno – 9/1
250 Expert Class
1st Jim Saitone – PurSang
Graham, Wash. Class C – 8/29
Season Championship TT
Novice Trophy Dash
1st Dan Breck – PurSang
Novice Main Event
1st Pat Maranachi – PurSang
2nd Dan Breck – PurSang
3rd Greg Johnson – PurSang
Graham High Point Novice
Pat Maranachi – PurSang
Wash. State High Point Novice
Pat Maranachi – PurSang

# Motorcycle Safety Program Promoted By San Diego Dealers

By Bill Harmer

Spark plugged by Gene and Sandy LePre of Floyd Emde's Motorcycle Company and with the cooperation of Mr. Jim Loomis of the San Diego County Council of the Boy Scouts of America, the San Diego County Motorcycle Dealers' Association is sponsoring a new post of Explorer Scouts which will be motorcycle oriented.

After suffering much indifference and many rebukes from Public Education Officials and Administrators when approached about including motorcycle safety and instruction in the City Schools Driver Education Program, the dealers who were adamant in their desire to teach motorcycle safety to youngsters of high school age, took their program to the San Diego Council of Boy Scouts of America. The executives of the Boy Scout Council were sympathetic and cooperative because dealing with the young men of the country, they were fully aware of the teenagers obsession with motorcycles. Also the necessity of inaugurating some kind of program that would get youngsters riding motorcycles onto the streets and highways with at least a basic knowledge of the handling and care of a two-wheeled motor vehicle.

Because of their concern over the increasing accident rate among young motorcycle riders in the state, the California Highway Patrol's Lt. John Annis who is an Education and Information Officer, was anxious to assist in any way possible and assigned Motorcycle State Traffic Officer Wilson B. Moore of the San Diego CHP Office to the project to give instruction and guidance to beginning riders.

The San Diego Traffic Safety Council offered their facilities and directed Mr. Walter DeFelice, Jr. and Sam Manheimer to lend their assistance to the program.

San Diego City Councilman Allen Hitch expressed his interest and pledged his full support in securing property for off-road instructing of fledgling riders.

The San Diego Police Department added its support to the project and assigned Officer Charles Schreck of the Traffic Bureau to assist in instructing the young riders. With all plans carefully laid, a meeting for prospective members of the new Boy Scout Post was called for 2 p.m. on Sunday, August 17, 1969 at the Boy Scout Headquarters in Balboa Park.

75 boys between the ages of 14 and 18 were registered at the first meeting of which more than half own their own motorcycles. At the same time, more than 25 adults (mostly fathers) signed up to assist in the venture.

The education of the members of the Explorer Scouts Motorcycle Post will be offered in three phases. The first four months will cover dirt riding with emphasis on safety. The second four month period will go into the mechanics and care of a motorcycle and the introduction of motorcycle accessories. The final third of the twelve month program will introduce the scouts to business management and related facets.

The CHP shows two prospective Explorer Scouts the fundamentals of motorcycle safety. The onlooker in the background is the youngest racing Emde.

The program is action-packed with trips to Dealer Show Rooms, Accessory Shops, Races and other Motorcycle Events, but pliable enough to allow the Explorer Scouts to plan activities of their own as well as field trips.

It will also sponsor family oriented programs to stimulate parental interest in cycling safety, and advancing an absorbing hobby which when approached sensibly and taught by professionals may lead to a future vocation.

The program provides for the members of the San Diego Dealers Association to provide motorcycles for instruction sessions to boys who do not own their own and to sell motorcycles and accessories at a discount to members of the Explorers Troop who wish to own their own machine.

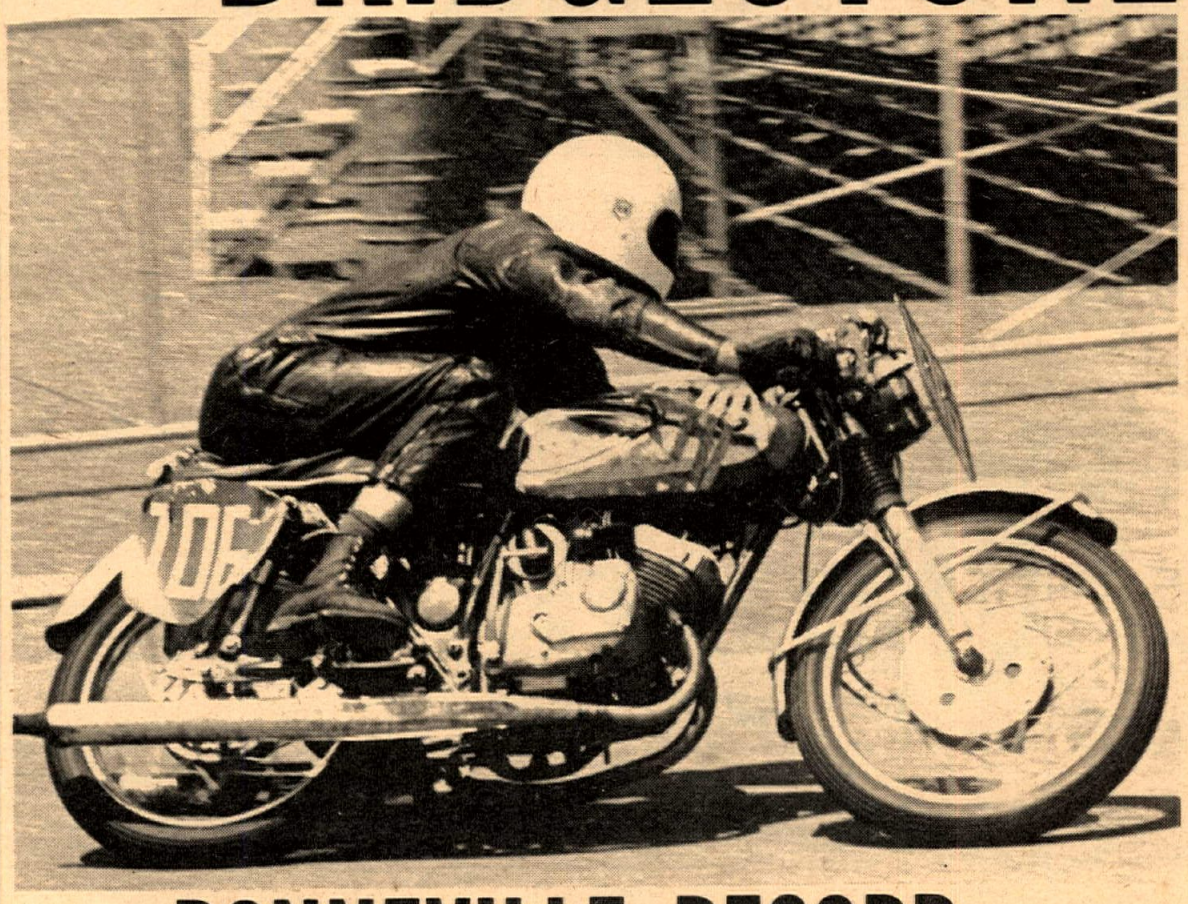
San Diego Dealers who are lending their support to the project include: Pacific Yamaha, N & M Sales (Kawasaki), Floyd Emde Co. (BSA, Suzuki, American Eagle), Pacific Honda-Triumph, All Tone Kart and Cycle Co., Fun Bike Center and South Bay Yamaha.

Gene and Sandy LePre state that the innumerable telephone calls that they received after a recent television appearance indicated that parents are not only enthusiastic but thankful that at last something is being done to promote safety in motorcycling.

## THIRTY-FIVE THOUSAND MILES SOUTH OF (ALMOST) ALL THE BORDERS

Paul Pratt, British writer, lecturer, and electronic engineer, is offering lectures with colored slides about his 35,000 mile trip by Triumph motorcycle through the Americas and Europe. The lectures trace Pratt from New Orleans, south through Mexico and Central America, on to South America past Concepcion, Chile, then east across the Andes to Brazil, ending finally in Boston. The programs last from forty-five minutes to an hour and are for general interest in schools, colleges, and other institutions. Pratt also offers specialized lectures on motorcycling in Europe. Information may be obtained from Joe Hope, Johnson Motors, Duarte, Cal.

BRIDGESTONE WINS



ROAD RACES

AFM Road Race – 8/31
0-200 1 hour event
200cc Class
1st John McNeil & Jay Littleton – Bridgestone
2nd Ken Smith & Steve Selig – Bridgestone

SCRAMBLES

Salinas TT – 8/24
200cc Novice Main
1st Aaron Asman – Bridgestone

Sacramento Scrambles – 8/31
100cc Novice Class
1st Jeff Davidson – Bridgestone

Sacramento – 8/30
100cc Novice Class
1st Ralph Simpson – Bridgestone

BONNEVILLE RECORD

August 23, 1969
APS – C – 175cc
Doug Clifford – Bridgestone

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# Green Platers

By Elaine Jones

PERRIS HAS A SECRET! Come on out and get in on it because we want you!

After talking with one policeman (about motorcycle types) I wanted to get the viewpoint of our other regular patrolman, David Edmondson. Our "Novice Fuzz", as C&H owner Ken Conover calls Edmondson, has been with the Perris Police Department for two years and has worked the Perris races for one year. Ken came to us convinced that the people involved in our sport are definitely the best. He told me that as long as he had been at Perris, he had never seen a gang, and he knew by way of a call that, as we talked, twenty-five Hell's Angels were living it up not five miles away. He knew that the Angels wouldn't show up here, because they realized that the people wouldn't stand for it. The respect of a group like the Hell's Angels, who seem to respect so little, speaks very highly for our side.

David really is a "Novice Fuzz". He used to race a BSA Victor 441. Now he is just a spectator, but if his two boys show any interest, he will be behind them all the way. He thinks his two year old will probably beat his seven year old brother as he is showing all the early signs, at least those you can do on a trike.

Robert Edmondson, David's nephew, has been giving racing a go on a little Kawasaki 90. Right now, though, his bike is taking a back seat, because he is also interested in boat racing and Bob and his Dad are busy getting ready for a big one. Look for him to be back as it sounds as if he likes to go fast.

Lionel and Vicki Beard gave the Green Platers a new novice when Lionel Allen Jr. made his debut into the world August 29th at 2:02 a.m., weighing in at 7 lbs. 9 oz. This is our second known arrival, and so far, the boys have a clear lead of two out of two. Congratulations, Mr. and Mrs. Beard and you too Red. He's the proud grandpa.

Stew Cox is a guy who would be perfectly cast as a silent movie villian. He'd be the one that would put "Sweet Alice" on the railroad tracks. This is what he always reminded me of when I saw him. But Saturday night I got to know Stew, and he is one of the nicest and most enthusiastic advocates of our sport I have met yet. Sidelined with an injury, he was still out there cheering other riders and offering help to two riders who needed work done on their bikes. He got started racing with the help of a friend at a Cycle Shop and has no ambitions to be anything but a sportsman and if possible a yellow or white plater. He is rather in awe of the ability of the young riders and says he doesn't know if he can keep up with the kids. Stew, you keep up with them in spirit alone.

We have a nut loose at Perris—he goes by the name of Gary Cowden. Gary has always wanted to race something, and that something turned out to be a C-Z. Gary should have won the prize for the most difficult interview. Everytime I asked a question, it somehow got turned around and aimed right back at me. Karen, Gary's wife, seems to understand him and has a sense of humor to match his (with two young boys at home, she has to have something). Gary has been racing about six weeks and has already been sponsored by C&H of Riverside, so he takes his riding seriously. However, he doesn't like the sweeper: he tangled with it a few weeks ago and lost.

The C&H Camps looked sharp with brand new Greenstreak jackets with stripes that glowed in the dark. You can be sure they won't get lost in a crowd.

Bob Kline gave it a go in the Amateur, Expert class and who does he draw but Freddie Edwards and Steve Nichols or as they prefer to be called "Ronald McDonald" and "Stevie Speed". Bob held his own and took a third overall. Jim Kline kept the gold in the family by winning the 250cc Novice class on his new Yamaha. Bill Dobbs not only took home a trophy but managed to ruin a pair of levis and scraped his knee up.

Award for the spectator who get the most excited during a race should go to Johnnie Tidwell, Chuck's wife. Chuck, the owner of Yamaha of Montclair, is building a good strong team in a short time. Most of his riders are novices, with the exception of Gary Caldwell who is an Expert and the jockey for a hot 125cc Yamaha.

Dottie Greenstreet and Stew Cox are two of the greatest and my thanks to them for their help Saturday night on the project. Couldn't have done it without you.

(Results on page 20)

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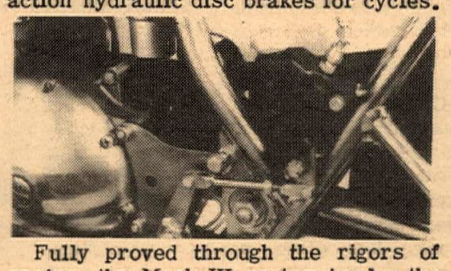
## RICKMAN HYDRAULIC DISC BRAKES FOR MOTORCYCLES

Continually searching for the very finest in performance for motorcycles, the Rickman Brothers, of England, have concerned themselves with developing brakes capable of matching the velocity potential of the fastest machines. Disc brakes have long been known to be a superior method of braking for automobiles, but making them work on motorcycles have been an elusive challenge. Working in close cooperation with Lockheed of England, the Rickmans have developed smooth operating, positive action hydraulic disc brakes for cycles.



Fully proved through the rigors of racing, the Mark III system is also the perfect choice for street/touring machines. Very positive, yet not overly sensitive, the brake is highly fade resistant and unaffected by water. Master cylinder can be mounted on either side of frame, caliper is easily mounted to swing arm, and disc is attached to hub by bolts, making custom installations relatively simple. Magnesium hub and alloy wheel rim complete the package. Additional information may be obtained from Steen's, Inc., Box 2276C, Alhambra, California 91803.

## MEL LACHER, READING, WRITING AND RACING

Mel Lacher is one of the very few motorcycle racers who might be seen reading a book on how to split the atom between Friday evening motorcycle races at Ascot Park.

But the little rider from San Diego is Example A of the theory propounded somewhere that brains and brawn mix. Not that Mel is brawny, but he's a well-conditioned, trim athlete.

Lacher is battling "Shorty Seabourne for the point lead at Ascot Park as he enjoys another fine season on the half-mile dirt course at 183rd and Vermont Avenue.

Mel is within a few credits of earning his Bachelor of Science degree in Chemistry at San Diego State College. He's used his cycle racing earnings to put himself through college.

A cycle racer with a Chemistry degree is about as rare as a crew cut on Saturday evening on the Sunset Strip.

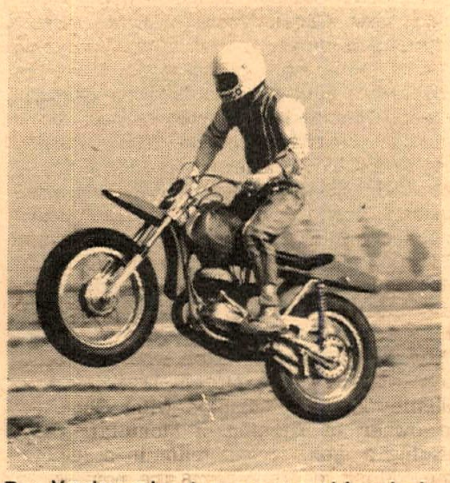
Although Lacher's interests may run on a higher plane than most of his competitors, he's nonetheless as fierce a battler on the race track as there is.

Mel's chemistry on the race track is all "go" this season and he expects to pick up the books this month and finish his undergraduate education in the same style.

# Vanderpool Notches Win At First Annual 250cc Grand Prix

By Bill Harmer

SOUTHBAY SPEEDWAY, CHULA VISTA, CALIF., August 31, 1969 – Ray Vanderpool of San Diego, riding one of Pete Pistone's Bultacos won the 100 lap Expert race here today. He completed the 80 mile race in 1 hour, 37 minutes and 44.5 seconds to set a new record for 100 laps on the Southbay course.



Ray Vanderpool set a new record in winning the 250cc Grand Prix at Southbay.

for fuel, it was the break that Vanderpool was waiting for and he went ahead to win by half a lap. Vanderpool's win should not be discounted however, as he rode the entire race with a broken left hand. Third place was still in question as of this writing. Some of the scorers gave it to Bultaco-mounted Wayne Hosaka of San Diego, and others credited it to Kawasaki Specialist, Larry Collie of Imperial Beach. Al Baker of Sherman Oaks who was Yamaha-mounted was sole owner of the fifth place prize money.

Sal Peluso of San Diego, riding Ray Vanderpool's old Yamaha took a first lap lead in the Amateur race and never relinquished it, crossing the finish line a good half lap ahead of Bultaco-mounted Carl Pfenning of San Diego who had moved up from the Novice race. 12 year old Earl Roloff, Jr. who had never ridden in a 250cc race before was placed in the Amateur race after he was protested by some of the grown men in the Novice class. The 80-pounder races as an Expert in the 100cc class and it was ruled at the Driver's Meeting that he would have to race in the higher category. He finished third on his little Yamaha which incidentally was the only 125cc motorcycle in any of the races.

Bultaco-mounted Randy Cushman of

Chuck Winters, left, donated the $500 purse. Trophy queens Linda Beaulieu, Lucia Thome and Debbie Gibu join in the smiling with Jon Knapp.

Carl Byers on the Jon Knapp-tuned Lucky Yamaha posted the fastest qualifying time and started on the pole. He and Vanderpool traded the lead several times, then on the 18th lap, Byers took over the lead which he held until the closing laps of the race, at which time his expansion chamber broke at a weld and about half of it fell away slowing his mount considerably. When he had to stop

Lemon Grove who was a crowd-pleasing favorite as a Novice, rode in his first Amateur start. He got off the line fast and held the lead for about three laps and then faded back to fourth where he finished. Oceanside Kawasaki pilot Chuck Claydon put up a good race holding off both Pfenning and Roloff for many laps before giving up his lead over them in the final laps of the fray. Chuck finished fifth in the 40 mile race.

They made Earl Roloff Jr. race in the Amateur 250cc class and the 13-year-old finished third on his 125cc Yamaha.

Riding for Pete Pistone, Ossa-mounted Mike Hagoski of Santa Monica did a masterful job in winning over the large Novice field. 12 year old Bridgestone pilot, Gary Wells came down from Las Vegas and rode one of the most skillful races of his life to win second prize money. Jeff Hosaka of Lemon Grove turned in a fine performance and was third under the checkers. El Cajon Yamaha pilot Dave Templeton was fourth.

Perhaps the happiest man at the 250cc Grand Prix was Pete Pistone, a gregarious Culver City painting contractor of Italian descent who loves motorcycles and sponsors a number of riders whom he calls "P.P.'s" Racing Team. He was nearly bursting with pride as members of his racing team came in first in each of the three classes. He takes bikes and riders all over Southern California from Elsinore to Orange County to Perris to San Diego and enjoys a lot of wins, but this was his first clean sweep and he was exuberant with joy!

(Results on page 20)

# Rebels Tour A Mystery

Photos and Story by Robert O. Fee

One hundred and thirty-six road riding motorcyclists turned out Sunday, August 17th to ride the 3rd Annual Mystery Tour sponsored by the Rebel Rouser's Motorcycle Club.

The riders started their tour in Pomona, where they enjoyed coffee and donuts, compliments of the Pomona Harley-Davidson Agency and Sherman Ames who was assisted by his wife, Rosemarie. Traveling south to Corona, then east via the Riverside Freeway, the riders turned north on Imperial Highway and then wound their way up to Legg Lake in El Monte. One surprise and three known check points were scattered along the route.

The mystery of the Rebel Rouser's Tour has generally been, "Where will the tour end?" This year it was a mystery to the Rebel Rousers until just before the day of the event. Negotiations for the planned finish site fell through and the Rousers were left to scramble for a place to finish. All that was available on such short notice was a repeat of last year's site.

The route was shortened because, according to Rebel Rouser Bill Wallace, "It's too hot to ride around town all day." Not long after the riders started arriving at the lakeside park, a cool breeze sprange up bringing some relief to the overwhelming heat. Groups of cyclists sprawled on the grass under the trees conversing with friends, relaxing, and in some cases eating the lunches they had brought.

Individual games like the three-legged race, wheelbarrow race, and duck walk (complete with quacking) were conducted,

The Rebel Rousers have been an AMA chartered club for 36 years.

but most of the riders were content to sit and watch.

The deadline scheduled for 2:30 p.m. was illegally extended because 20 riders were still out. The Rousers explained the situation and asked for a vote. The group was overwhelmingly in favor of the extension but there were several loud Nays.

The rules state that extension must carry unanimous agreement on the basis that if just one rider's promise to be home by a certain time was based on a published deadline, he should not have to face an angry wife or burned dinner because some other rider couldn't complete the run.

RRC Referee, Bill Miller, commented, "Sure it's illegal, but if no one cares, it's too hot for me to shake the boat." No one cared.

When the Rebel Rouser's pick up crew arrived there were still seventeen motorcyclists unaccounted for. More mystery for the Mystery Tour.

Calculation of the Poker hands and other winners didn't take too long and soon the Rebel Rousers were giving out the gold. A surprise trophy went to the 36th entries. It was in honor of the Rebl Rouser's AMA Charter which has been in continuous existance for 36 years. That certainly makes the Rebel Rousers one of the oldest Motorcycle Clubs around and just possibly the oldest AMA Chartered Club.

As an item of interest, any AMA clubs with a continuous charter of 36 years or more, drop a card to the editor of Cycle News.

# Dr. Bothwell, Safety Boffin, Joins BSA/TRIUMPH

Dr. Peter W. Bothwell, MD, DPH, who is well-known in the field of motor transport safety research, has joined the BSA/Triumph Motor Cycle Division to work on various aspects of motor cycle safety and ergonomics as head of bio-engineering. He has been studying these problems since 1960 and for the last three years he has been at Birmingham University as Senior Research Fellow in the Department of Transportation and Environmental Planning and Head of the Motor Cycle Safety Research Unit.

His work there has reached the stage where it can be more practically continued within the industry, but arrangements are being made for Dr. Bothwell to continue as an Honorary Senior Research Fellow of the University.

A member of the BSA technical committee on safety helmets, Dr. Bothwell has lectured on safety design in the USA and is an honorary member of the American Association for Automotive medicine. His interest in the subject has led to the publication of a book and over 60 papers, including many on automotive and motorcycle safety.

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# Jim Wilson Benefit Trials

Story and Photos by G.L. Barton

RIVERSIDE, CAL., Aug. 31, 1969 – Despite near 100 degree temperatures and some breath-robbing smog, close to 100 riders showed for a Amateur-only meet at the Canyon Crest area near Riverside.

Proceeds for the meet will be going to aid Jim Wilson, now campaigning motocross in Europe. Youthful Wilson has been the Number 1 rider for the past two years in the Southern California Trials Association.

Last year Jim began to dabble in the motocross game and made a meteoric rise in the sports. The S.C.T.A. believes in supporting their riders especially when they have done so much for the cause of Trialing.

Several Expert and Master riders were on hand Sunday to check the sections and also were aiding the Amateurs with any problems they might be having with a particular trap.

Competition Secretary, Jack Ward headed a crew consisting of Bob Grove, Bob Lersch, Duane Stone and this writer in laying out the sections. Much care was taken in the design of the sections so that each would have its own particular challenge.

Section 1 had a very tricky entrance, with three possible lines. Two of the lines would almost surely require a dab while the line to take for a clean was especially tricky.

On section 3 the riders were faced with a good climb and a very tricky exit. About 20 feet from the "Section Ends" card, riders made a gentle right turn over some vicious stones and then left over more rocks to reach the exit.

Half-way through trap 5 there was a small pile of rocks, not particularly difficult to get over, but one had to attack them perfectly or he would not be in line for a narrow gap between two larger rocks.

The sand wash that made up section 6 did not give too many riders problems, but is worth mentioning for a newly learned technique. When Sammy Miller and Pedro Pi were questioned concerning sand riding techniques, both stressed the importance of the rear brake. If the bike weaves from side to side, they lightly drag the rear brake. This pulls the rear wheel down and straightens the bike. It takes some practice to know how much brake to apply, but the trick works very well.

The last section, number 8, included a very difficult climb with some giant sized boulders that really had the competitors working.

The loop was quite short, approximately a mile in length, but the intense heat and smog dropped several of the less physically fit riders. Those who persevered undoubltly picked up much knowledge and skill that will aid them in future events.

(Results on page 20)

Tim Hicox plunks through the rocks on his Ossa.

## "Park-ing Attendant"

By Bill Blakeslee

Last Saturday I had the pleasure of inspecting and sampling a new park for racers. At this stage of its infancy it is fun to contemplate what the park's final potential might be.....a mile and a half road race course over there, short track and TT together here and over that way the motocross course. Hmmmm, might as well throw in a trials section – also!

As everyone knows, not just hard work nor even an abundance of m-o-n-e-y makes success automatic. Rather, it takes those things PLUS. The plus is some one person to ramrod the whole thing through, to see the "Big Picture," to take a chance and start it, and to rally about him all the others with needed talents.

Currently this "one" is the irrepressible Wes Cooley. Controversy may be his middle name, but there he is, with 300 acres of land. He just purchased the old Antelop Valley Raceway in Palmdale, Calif. On it stands a drag strip, parking lot, tower, fencing, clocks, lights and a public address system. All it lacks now are those listed above – hard work and money, which Wes will soon supply.

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**"SIX-DAY SITUATION"**

"Six months ago I couldn't spell injuneer and now I are one." That's how fast things change. Wasn't long ago that not too many Americans knew what ISDT stood for, let alone wanted to go to it.

The U.S. is allowed 40 entries in the International 6-Day Trial, including all teams and private riders. This year all the spaces are filled and there is a standby list of twenty more.

One thing seems clear: somehow the riders that are to represent the U.S. will have to be selected. Selection on the merit of ability would be the logical way but what events in this country do we have that would be meaningful? The two-day Berkshire Trials is the only one that comes to mind.

Word is that the Jackpine will be changed enough to simulate 6-Days Trial conditions. Neither of those, however, would help the west much so an event is being planned right here in the San Bernardino Mountains.

If interest in this new direction of multiple day enduro/trials continues, the sport shall be that much richer. A side benefit wil be our improved image with the general public. For the machines will be dual purpose mounts that are capable of being ridden in civilization and their riders will appear more closely related to the great unwashed public, hence more tolerated and accepted.

**"BIGFOOT"**

Back in the pre-hippie days he wore a Egyptian life sign on his Bell forehead. Continually rising to new heights, Gordon Jennings now heads up the east coast "Cycle" magazine. He also does a corner in the sister publication called "Car and Driver".

Coming to the newsstand now is an issue in which Gordon does a short story on his recollections of "Bigfoot". It is quite entertaining and local road racing enthusiasts will find it doubly so.

The story will have extra entertainment to those who can see who the subject really is underneath that fictious name of Bigfoot. It's really one of Mr. Jennings' better efforts and I encourage all to read it. It is short enough to read at the newsstand but "Car and Driver" is good enough to buy on its own merit.

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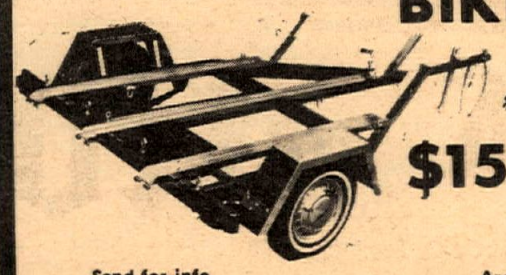
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# Riders In Rare Form At El Toro

By Jim Vardeman

EL TORO, CALIF., Sept. 3, 1969 – Lightning fast cycle riders once again gave the packed grandstand of Orange Co., Calif., an evening to remember. The racers were in rare form, and the appearance of young Rick Woods, U.S. Speedway Racing Champion, exhibiting his fancy style on his chrome Esso gave the show even more excitement. But the TT program for the night was dominated by Montesa rider, Jim Raymond, who won the 125 TT Trophy Dash, 250 TT Trophy Dash, and finally went on to win the 250 TT Main event, crossing over the line just inches ahead of Ray Vanderpool.

Jim (Hey You) Raymond temporarily leads the pack at Orange Co. Raceway. That's fire in the eyes of number 137 Scott Autry who passed Raymond for the win. Photo by Bill Harmer.

The 125 TT Main, however, was a completely different story. Award Motors entry Ron Taylor on his Yamaha came out the victor, with Mike Payse on his Bultaco second, and Steve Nichols third on the K & N Yamaha. The 500 TT Trophy Dash went to Tony Denius on a Harley. A chilling battle broke out in the 500 TT Main between Denius and Al Smith (BSA) with Smith edging out Denius to collect first prize trophy.

The 125 F.T. Main went to young Scott Autrey on his screaming Yamaha, with Raymond settling for second and Cimatti rider, Gary Scott, third. In the 500 F.T., Randy Ellis won both the Trophy Dash and the Main event in this class, but only after a much heated battle with Tony Denius, who finished second, and Jim Raymond third.

The 250 F.T. Main at first appeared as though Raymond might take home all the glory, but engine trouble forced the charger out, and Gary Scott took over the lead. A battle raged then between Bob William, Jr. and Tom Vardeman for second spot, with Vardeman holding this position for several laps only to lose out to Randy Ellis, two laps before the checker.

The Championship Finale next Wednesday night at El Toro will be the final Short Track event for the 1969 season. Promoter Wes Cooley is planning to continue on into the fall season with a series of TT and Motocross races.

(Results on page 20)

# Nutter And Bast Tied For Lead In Sports Arena

Looking like a pair of Gemmae Rick Woods and Larry Heinselman pair off in a turn at the Sports Arena. Woods was on form and finished on top of the heap.

By Mike Capalite
Photos by Dennis Greene

LOS ANGELES, CAL., Sept. 7, 1969 – The Bast Welding Co. Racing Team moved to the top of the ladder in the State Championship Speedway Races Sunday night at the L.A. Sports Arena, but this time it was Steve Bast who was the star while his brother Mike who was the leader after the first round had to take a back seat.

Rick Woods, the U.S. Champion was right behind Steve's 15 with 14 points, but Rick had a very bad night the first week and only accumulated six points.

Sonny Nutter, the current California State Champion was third for the night with 13 points, but this coupled with his twelve from the previous week put him in a tie with Steve Bast for the first place position.

The Trophy Dash was a win for Mike Bast and he had Rick Woods and Steve Bast to thank for it. As the gate went up for the start, Steve was first into the corner with Woods right behind him and going in hard on the inside, in fact a little too hard as he bashed into Steve in the corner and they both came out of the corner with their elbows in each other's chests. Again they dove into the corner hard trying to get away from each other and as they did they went too deep and Mike Bast took advantage of the opening and took them both on the inside to take the lead with no problem. Rick pulled up close in second, but was unable to catch Mike and had to settle for second with Steve dropping all the way back to fourth as Larry Heinselman moved into the hird spot.

The C main was a little hairy for Swede Savage as he had to come from the 40-handicap line to take the win and as he was working his way through the pack, Jim Gresham went down and took Mike Konle out as Swede was getting past them and he almost got taken out as well. Swede went on to win with Dennis Guildenhaus finishing second.

In the B main, Larry Heinselman had the lead until Mike Bast moved up on him and started dogging him. He found an opening and got past him to take the lead and even though Larry tried his hardest, he couldn't take it back and had to settle for number two ahead of Ron Miller and Stu Morley.

The A Main had the fans on their feet as Woods and Bast went at it like there was no tomorrow. Again it was nip and tuck between them, but Woods had the inside and was able to keep to the pole in fine shape and pull away from Steve on the third lap to take the lead and hold it to the finish with Sonny Nutter right behind them, always a threat but never quite getting a chance to make a bid. Don Hawley finished fourth.

(Results on page 20)

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# O.C.M.C. Sportsman AMA Moto-X

Photos by Gene and Maureen Lee

By Maureen Lee

**RIGHT: Ruben Benites charging along at Saddleback.**
**ABOVE: Mike McClain compresses his forks to the limit after coming off a jump.**

IRVINE, CALIF. Sept. 7, 1969 – Saddleback Park was the site chosen for the Orange County M.C.'s motocross but there were some difficulties. Clubwise, they ran everything off splendidly. They had enough help, the motocross steward was on hand to get riders signed up for motocross numbers, the two heats were run off exactly on time with each class getting one twenty-five minute moto and one twenty minute one as the heat was intense and riders were really showing the effects of it. The only thing they couldn't come up with were results in time for our deadline. They tried but it was impossible, so apologies riders for not being able to identify you.

The clubs' troubles started early when the ambulance didn't show. A phone call revealed that the ambulance service said the order for the vehicle had been cancelled by the club president. It wasn't. Finally they were talked into coming out then the driver parks the vehicle on the road where riders return to the pits and refused to move. According to club members his behaviour was like someone who lives in trees and there was almost an "incident." He finally moves. Meanwhile the water truck had watered the whole course and for some reason, Park officials told the driver he wouldn't be needed anymore and sent him off. By the end of the first round the dust was so bad as to constitute a real hazard in places. On the Tower Hill visiblity reached zero at times.

Anyway, despite all the hassles, the riders were happy and not once did we hear one complaint about not getting enough riding! The temperature wasn't so high but the sun was tremendously intense.

Riders we could recognize and identify were...Ruben Benites – Penton winning both legs of the 0-125 Novice class... he not only looks like John DeSoto's kid brother, he rides with as much style!... Bob Maynard riding both the 125 and 500 classes and one Novice saying wistfully "how does he do it? I'm dead!"...but "Badger" won the 125 Expert on his five speed Yamaha and is way up there in the 500 classes on his C-Z...Kurt Lohmeyer having his hands full with a 250 Suzuki... Kiyomaru Kato having troubles with his C-Z...leading the first leg of the 500 he fouled a plug and lost the first then it wouldn't start for the second but with only two laps to go. Kato, who doesn't know the word quit, got it going and tore out onto the course again...a little 100 Novice who was all to obviously making his first ride starting with his right hand on his helmet instead of his left inspite of coaching, falling off several times, getting stuck in the powder going up Tower Hill and finally retiring before the end of the first leg looking absolutely wiped out but happy...the sand hill on the far side of the course in the 250 Novice class where you could see all kinds of riding styles...what some lacked in know-how they sure made up for in enthusiasm...Mary McGee getting knocked off again...don't know what it is but the boys sure like to take bank shots off Mary and she can outride half of 'em... Bob Riley on a brand new Husky 400 motocross going like great guns in his first race on the bike since switching from Greeves and his interesting comments on the difference in riding two fine examples of all-out racing machines ...he finished probably second over-all but it was another Husky ridden by Ron Fry we think won the combined 250 through Open Expert bash.

Racing was over at a respectable time so riders could get home before Sunday drivers started home. Those left remaining in the pits for a while were treated to an exhibition of fancy wheelies by a trials rider with a number place in the top five. Didn't impress the racers one bit and several were ready to go and tell the chap that the pit area was not the place to do some showing off!

Results will follow but it's better to get them right than rush 'em through and get 'em wrong!

# Wet And Wild At Montana Motocross

By Charlie Rossell

WADSWORTH PARK, MON., Aug. 23, 1969 – Cal Datta and John Woolsey both of Helena, Montana, provided an exciting finish in the Open class to climax a wet, rough, motocross sponsored by local Husqvarna dealer Rudy Bazant.

Woolsey and Datta bombed off the line neck and neck in a bar mashing contest that lasted fifteen minutes fifty-five seconds. They were still wheel to wheel on the last hundred feet to the flag when Datta suddenly shut down, letting Woolsey edge past him by a wheel. Dale Charrten from Helena and Bill Edwards of Great Falls, both Husky mounted, finished third and fourth.

In the rain the 125cc class splashed off with Bob Grant on a Penton taking the lead, pursued by Hodaka mounted Jack Fauth. The third place position was a battle between Dave Martin of Two Dot, Montana, on a Sachs and Jim Nesbit from Great Falls on a Yamaha. In the final laps of the moto, Nesbit was able to get by Martin to pick up the show position. The final 125cc moto found point leader Bob Grant going out with plug problems after leading most of the race. Front runner Jack Fauth developed shifting problems and failed to finish, leaving the final moto to Jim Nesbit and Dave Martin.

The 200cc class was Yamaha Day with Ron Ablin of Bozeman building up a tremendous lead over the Mellinger brothers, Clancey and Mike, of Power, Montana. All were Yamaha mounted.

Jack Ries from Helena took the first place position, in the first 250cc moto, on his Bultaco with Dave Martin picking up the second place spot, and Dale Saeman coming in third.

The second 250 moto was a wild man contest between Dan Dailey and T.J. Tjejdin on a fresh-out-of-the-crate-first-race PurSang. Dailey was flat getting with the program on his Kawasaki when he pulled into the pits with a flat tire. T.J. then took over the tremendous lead their battle had built up. T.J.'s victory was short lived when he pushed back into the pits with a broken chain.

Jack Ries picked up a back to back win in the final 250 moto with Dave Martin pulling in second. One 250 rider, impressed by wild tales of the tough new course, showed up riding a new Sherpa T and surprised everybody by picking up enough points in his two motos to end up in fifth place.

The week long rain let up for the first Open class event. With John Woolsey taking the lead, Don Ford of Great Falls, Montana, herded his Montesa into second place. Tony Stimak on a Matchless held onto third. When Ford became over anxious and lost it spectacularly on the clubhouse turn, Stimak moved into second but went wide on the long sand hill letting Bill Edwards move into second.

Cal Datta, in the second open moto, booted his Bandido to win and tie John Woolsey for first place points. The course took its toll of bikes, and not enough big bikes were left to make up two final motos. The officials decided to run them all together.

The new course was well laid out and rough. Eight riders failed to finish. Their problems ranged from frozen shocks to flat tires. The feelings of those riders completing the grueling course can be best described by the, "Thank God it's over," uttered by one exhausted 360 rider as he collapsed wet and muddy in the rear of his van.

The promoter, Rudy Bazant, stated that he has planned a fall motocross series which will be hosted by three Montana towns: Lewistown, Two Dot, and Great Falls. Each town will host two races. Cash and merchandise will be offered to the top point riders of the series. "The dates for the races will be announced sometime in September," said Bazant.

(Results on page 20)


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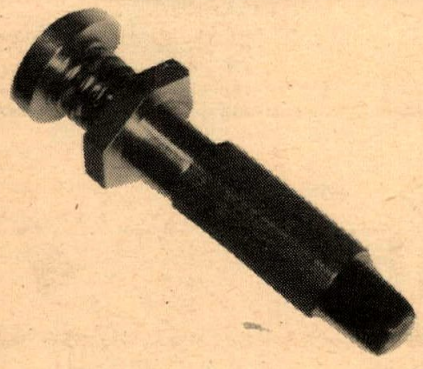

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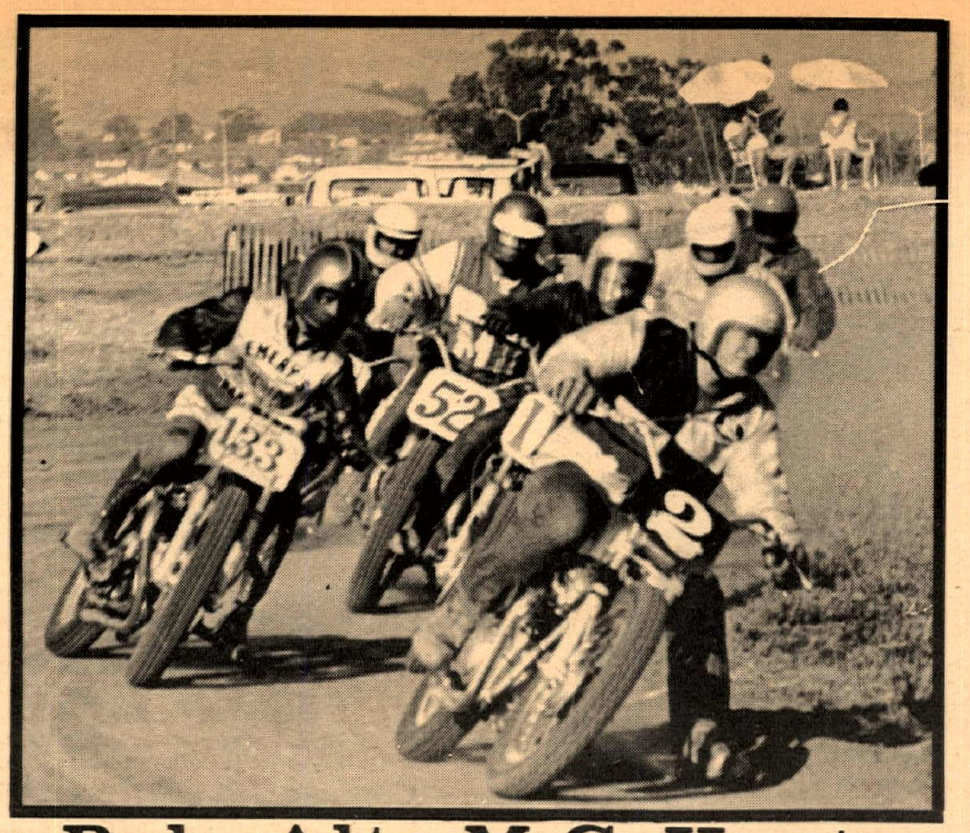


# Palo Alto M.C. Hosts Fremont Scrambles

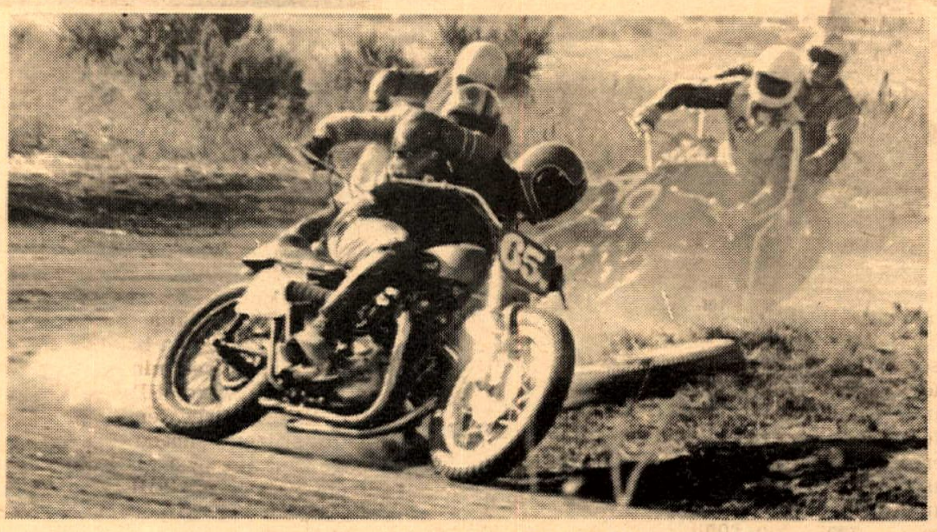
By Dale Wm. Ivan

FREMONT, CAL., Aug. 31, 1969– One of the several races that was thrown over the Labor-Day weekend, was the Scrambles hosted by the Palo Alto M.C. The club had scheduled two such events for the holiday period – one race being held on Sunday, Aug. 31st and the other event to be held the following day, Sept. 1, 1969. Participation in Sunday's race was good with a total of 253 entries signing up to do their skinning under the rather warm sun and clear skies.

The main events started off with 100cc rockets. Novice rider, Pat Brown, (Hod.) picked up another win on his trusty bike, with Walt Nunes and Pat Hennen in second and third, respectively.

John Agnone picked up the second first place trophy of his racing career, when he won the 200 Novice Main. Agnone really stormed off the line and into the lead in the big race to put his Bultaco out of reach of everybody. Bultacos also took the second, third, and fourth place honors, for a clean sweep.

The 200 Amateurs were really on the gas, headed up by leader Larry Powers. Larry took the event after his competition in the form of one Ivan Shigemasa unloaded while making his bid on Powers. Ivan went down late in the race and fortunately was not hit by close trailing Bill Cavanaugh who then took over second spot.



Top, Allen (2) Kenyon picked up yet another win in the 650 Expert class. Tiffen (52) Mullenax and Joe (13331) Iacobitti tried to unseat Kenyon without success.

Scot Brelsford, a young rider from a very fast family, picked up another trophy when he won the 250 Novice class. Scot has been completely trouncing his competition since he switched from his 100 to 250 class. Brelsford fought his way through the first turn and came up with the lead.

The 250 Expert main was faster than usual, with the boys really mixing things up. Stan (the man) Anderson took over the lead on the start, followed by Bruce Teixeira, John Gennai and the others. Teixeira, however, quickly relieved Stan of his position in the lead. Then things really started to happen – namely in the form of one Allen Kenyon. Kenyon who had been back third from last, started to turn it on in one of his better performances of this year. Allen charged past rider after rider, finally moving up to within striking range of a trophy position. Allen moved up to third when he got around Jim Foley and finally John Gennai. Kenyon was charging hard on Anderson when the checkered flag was thrown, ending his chances of moving up yet another position.

The 500 Expert event was once again taken by the district's #18 rider Cliff Aksland on his Bultaco. Cliff was out of reach by the half way sign, leaving behind a furious battle for the second position. Rich Jacobs in second was trying hard to hold Bruce Teixeira off, who was in third, but Bruce in turn was trying to keep Jerry Chadin from getting by. Chadin got a little better drive out of the turn and managed to pass Teixeira down the straight. Jerry also passed Jacobs, making the order of Aksland, Chadin, Jacobs and Teixeira. Teixeira finally settled the issue of who was going to get that last trophy when he took over third from Jacobs.

The final event of the day saw Allen Kenyon picking up another of his many straight wins in the 650 Expert class. Kenyon bombed around Expert Tiffen Mullenax and stretched out his lead.

(Results on page 20)

Californian Gary Jones stopped off in Austin for a little motocrossin' and took Open class honors on his Victor.

# Fall Motocross Season Opens In Texas

By John Blanton

Austin promoter George Parks is determined that motocross will be an all year sport. The first round of his fall and winter season opened on August 31st at his newly-constructed Austin Motocross Park near the Texas Capitol City. An AMA Sportsman points event, the first meet hosted seventy-three entries, including Californian Gary Jones, stopping by on a visit to relatives.

The Twenty-nine entries in the 125cc class thinned down to seven finishers in the third heat with Austin's Bill Kasson (Penton) emerging the low-pont man with two seconds and a first for five points. The two second place finishes were behind Gary Bigley (Yamaha), who, ever-the-less, finished fourth overall with twenty-two points due to a disasterous twentieth place finish in the first heat.

Second overall with a second, a third and a fourth was George Parks' brother Doug Parks (Yamaha), and third was Joe DiLorenzo (Yamaha) of Houston.

With nary a backward glance, Jack O'Leary (Yamaha) finished 1-1-1 to take the 250cc class. Second, with three seconds, was Ed Terrell (Husqvarna), and third, with three thirds, was Jack Greenstreet (Yamaha).

In the Open class, Gary Jones proved indomitable on his 441cc BSA, but his father, J.D. Jones, on a similar machine called it a day late in the first ten-lap heat. Though he had been running well, Jones, Sr. decided that motocross is a young man's game. With six points, Robert Graham (360cc Maico) was second, and Gary Parker (405cc American Eagle) was third with ten points.

The Austin Motocross Park course is long and arduous, and the ten-lap heats took their toll of riders and machinery, but the opening was well-received by riders and spectators alike. This was the last meet to be run under the summer sun, and the next event will be the twenty-eighth of September, well into the hurricane season and cool weather.

(Results on page 20)

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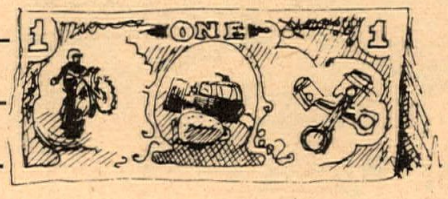


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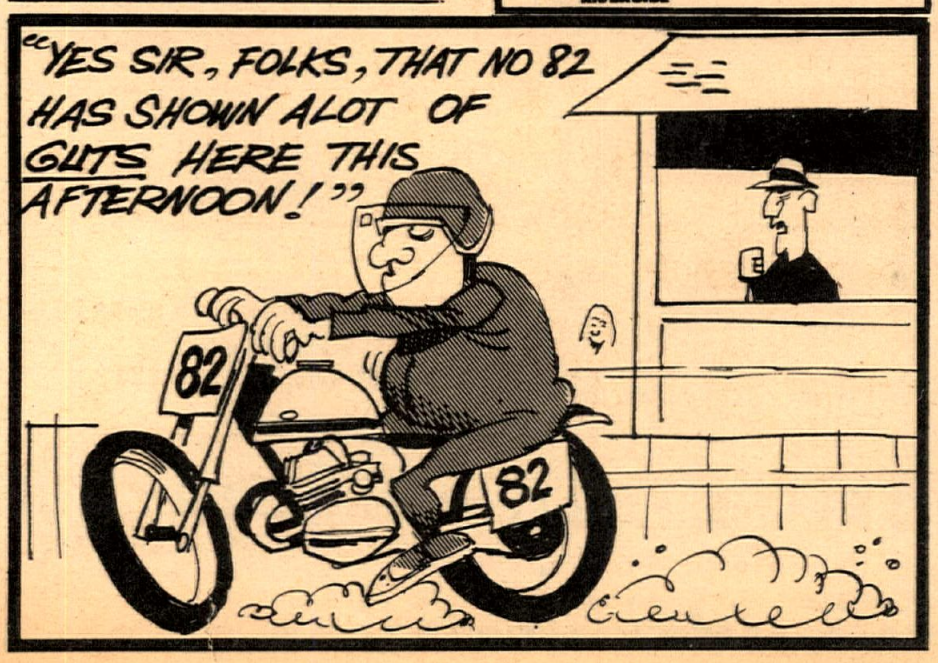


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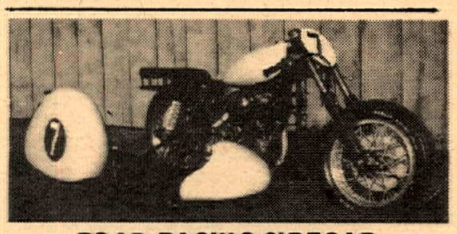

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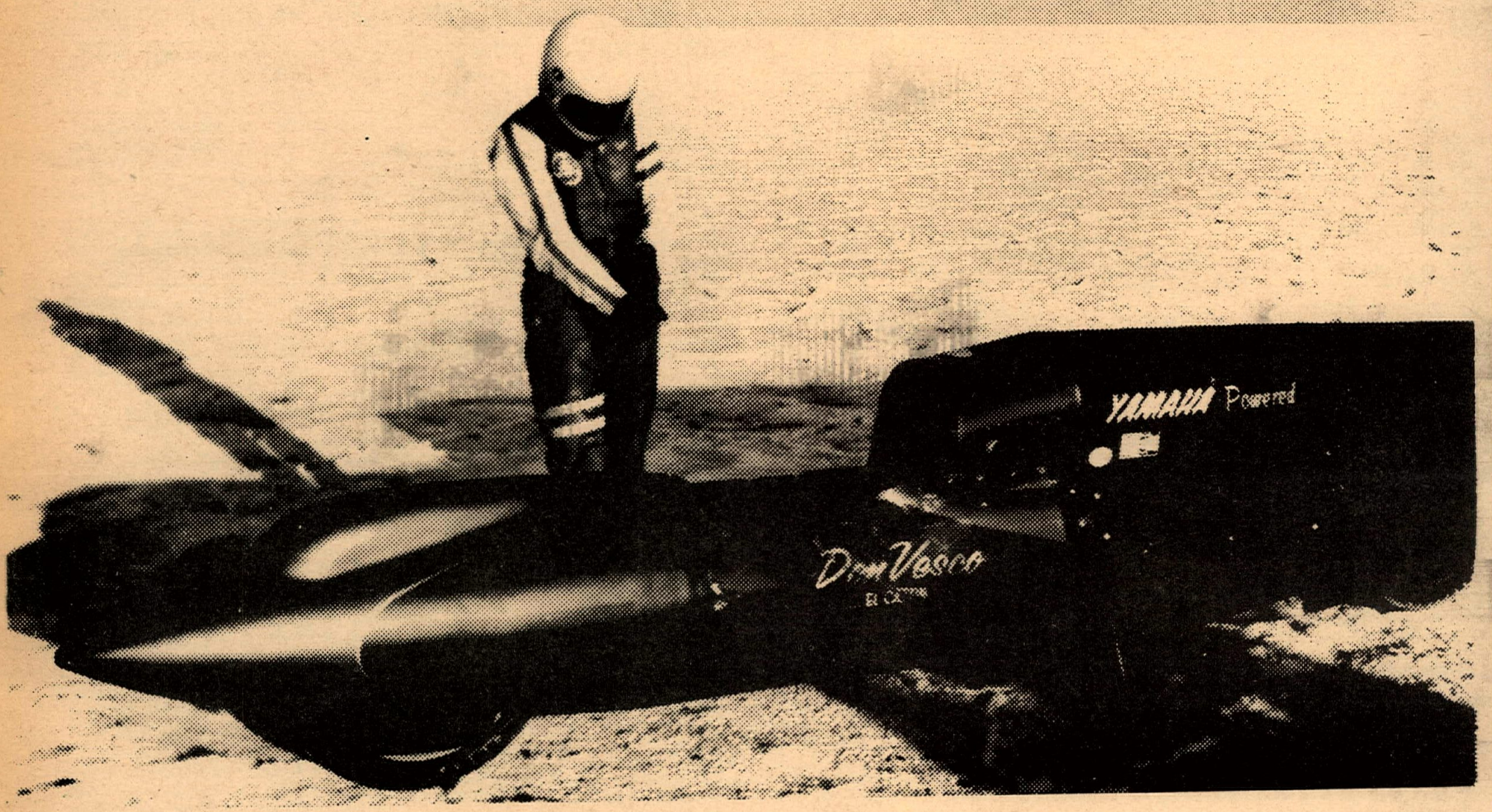


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